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**PAKISTAN**



## KALAT – QUETTA – CHAMAN ROAD PROJECT (SECTION 2 & 4) NATIONAL HIGHWAY (N-25)

MONTHLY PROGRESS REPORT  
January, 2015

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## SUMMARY

The Kalat-Quetta-Chaman (KQC) road covering an overall 231 km of National Highway (N-25) starts near Kalat city and ends at Chaman, a border town close to Afghanistan. It traverses through five districts (Kalat, Mastung, Quetta, Pishin, and Qila Abdullah) of Balochistan Province.

National Highway Authority (NHA), Ministry of Communication and Works, Government of Pakistan (GoP) initially started widening and improvement of KQC road (N-25) in 2006 with ADB Loan No. 2019. For execution purpose, the road was divided into four sections namely; (1) Kalat - Khad Kocha section, (2) Khad Kocha – Quetta section, (3) Quetta - Jungle Piralizai section, and (4) Jungle Piralizai – Chaman section. Sections 1 and 3 (covering 120 km) were completed in 2010. The remaining sections (2 and 4) covering 111 km could only partially be completed due to worst law and order situation and subsequent expiry of ADB loan.

With an assurance of funding of US\$ 90 million by the United States Agency for International Development (USAID) in October, 2013, NHA assigned the balance / leftover works in sections 2 and 4 to M/s Frontier Works Organization (FWO) on EPC Lump sum basis in March 2014 for which formal contract agreement between NHA and FWO was signed on June 02, 2014. USAID has presently allocated US\$ 63.79 million under a Project Implementation Letter signed on May 12, 2014.

At the end of January, 2015, the status of the Project was as follow

### **Khad Kocha Quetta Section - 2 (length 54 km)**

The progress remained very slow during the reporting period due to cold weather. Construction of some of the road components were completed by FWO. The work on Asphaltic Concrete Base Course (ACBC) and Asphaltic Concrete for Wearing Course (ACWC) remained suspended.

Culverts construction was in progress at seven locations. Physical progress on construction of Box culverts and Pipe culverts were 22 % and 44 % respectively. Construction of retaining walls was in progress at one location i.e. km 98+03 to km 98+220 and 96 % work of retaining walls were completed.

Over all physical Progress was 69.19%. Accrued expenditure is US\$15.305 M until the end of reporting month. Out of which US\$ 2.211 M has already paid as Pre-construction cost.

### **Jangle Piralizai Chaman Section - 4 (length 57 km)**

Construction of the road components namely Sub Grade and Sub Base and Aggregate Base Course was in progress in reaches from Km 107+775 to Km 111+00 and 113+850 to 115+00 to Km 113 and work on Asphaltic Concrete Base Course (ACBC) and Asphaltic Concrete for Wearing Course (ACWC) remained stopped due to cold weather.

Culverts construction at Km 65+42, 65+700, 68+450, 68+950, 74+460, 76+125, 76+315, 87+487 and Causeway at 96+219 was in progress. Physical progress on construction of Box culverts and Pipe culverts were 38 % and 77 % respectively. Construction of retaining walls was also in progress at various locations and 56 % works were completed.

Overall Physical Progress achieved is 53.28%. Accrued expenditure is US\$ 22.306 M until the end of reporting month. Out of which US\$ 4.167 M has already paid as Pre-construction cost.

**COMMENTS / ISSUES / ACTIONS NEEDED**

- NHA and FWO need to consult pavement experts on the matter of laying of new Asphalt Concrete Wearing Course (ACWC) over the existing Asphaltic Base Course (ACBC) executed earlier by the previous contractors, the riding quality appeared to be wavy. Any necessary pre-treatment / rectification measures may be adopted.
- Implementation of Quality Control Protocol (QCP) is the prime responsibility of the Construction Contractor (FWO), M&E Consultants (AGES) shall perform Quality Assurance and progress monitoring to verify the levels of workmanship and quality of materials as designed in the design/drawings and technical specifications. FWO was supposed to submit their quality control plan to provide basis for the AGES quality assurance plan. Submission of QCP is still awaited.
- Khojak Pass area is snow bound and the road gradient is more than 4% at various locations. The matter was discussed with NHA and FWO. FWO has stopped all other activities of road work except hill side cutting and causeways construction at Khojak Pass area on the directions of NHA. PM FWO requested an early decision about change of Flexible Pavement to Rigid Pavement during meeting with COR USAID held on 19<sup>th</sup> January 2015. COR USAID took one week time for further consultation with in USAID and directed NHA to submit formal request with valid justification.
- The construction work is still in progress on 6 out of 15 causeways in Khojak pass area of Section - 4 with revised (improved) design. Chief Structure engineer/ Technical Specialist CAT 1 AGES was of the view that in absence of any indication of NSL on drawings, it is not possible to review/ comment on submitted drawings. Action on part of NHA is still awaited.
- The contractor has started dumping / laying / compaction of Aggregate base coarse for shoulders at different locations in section – 4. The contractor was advised to expedite the laying / compaction of ABC for remaining reaches in order to avoid detrimental effect to the carriageway.
- The locations of village ramp roads had been identified by the NHA. FWO had started the work on village ramp roads in both sections for 100% completion of earth work milestones.FWO had not followed the proper sequence of construction activities as per milestones break up. Furthermore, there is no follow up on this on part of NHA. Drawings/design were not shared.NHA were requested for provision of the same for effective monitoring of ongoing activities.
- R.O.W issue in a length of 1.75 kms (from Km 111+950 to Km 113+700) is yet to be resolved in section 4.It is military land and as informed by NHA, Ministry of Communications has taken up the issue with Ministry of Defense to resolve the issue at the earliest.
- It was observed that brick masonry wall in between the two units of battery cell culvert at RD 68+450 & RD 68+950 will restrict the water way in section 4.It was decided to reconsider the design as per site location. Revision/improvement in design / drawings is yet to be shared by NHA.

- PD NHA committed to provide bridge design to FWO by 15<sup>th</sup> February 2015. The issue was discussed in detail during COR USAID visit from January 18 to 22, 2015. Action shall be taken accordingly for timely execution of activity as construction of bridge and 15 causeways are clubbed in one milestone.
- Profile drawings of sub-section 11 and 12 of Jangle Piralizai – Chaman road have been shared with AGES. The work is in progress while the plan, sections, structures design and drawings are yet to be shared for review and validation.
- FWO staff was advised to share the specified tests for RCC pipes to be used in the pipe culverts.
- NHA has not yet shifted the sui gas pipe line at Km 96+615 and Km 98+044 as pointed earlier in section 2 of the project. The matter needs early attention of NHA in order to avoid any mishap.
- No improvement has yet been observed in stone masonry executed on wing walls of pipe culverts and retaining walls at section 2. The said work requires rectification as per drawing and specification. Contractor has stopped the work on stone masonry D/S of Box culverts at Km 110+373, the stones being used were not in accordance with NHA General specifications clause 411.3.1. No action has been taken by FWO to rectify the defective works as per drawing, design and specification.
- Implementation / compliance on the decision taken in coordination monthly meetings are not satisfactory. NHA has to ensure to implement the decisions for smooth execution of project.



## **1 PROJECT BACKGROUND**

N-25 road linking the port city of Karachi with the border town of Chaman is a vital route for providing sub regional connectivity and facilitation of cross border trade between Pakistan, Afghanistan, Iran and Central Asian Republics. In March 2004, the Asian Development Bank (ADB) and the Government of Pakistan entered into a loan agreement to initiate the Balochistan Roads Development Sector Project (BRDSP), which included the rehabilitation of 16 provincial roads through the Provincial Communications & Works Department, and covered the widening and improvement the Kalat – Quetta - Chaman (KQC) road by the National Highway Authority (NHA). For effective execution of the project, KQC road was divided into four sections. Work on section 1 and 3 commenced in the year 2006 and was scheduled for completion in the year 2008 but eventually completed in November 2010. The remaining two sections 2 and 4 commenced in the year 2009 and were scheduled for completion in August 2010. Due to worst law & order situation and subsequent expiry of ADB loan sections 2 and 4 were suspended in August 2012.

NHA held negotiations with USAID office in Pakistan for provision of funding for the remaining as well as some essential additional works as funding from GoP was not readily available. Expanding its portfolio in assisting the people and Government of Pakistan, USAID pledged to provide funding for the rehabilitation and repair of National Highways in Pakistan. Accordingly, an Activity Agreement (No. 391-016-DOD) was signed on October 11, 2013 between USAID and NHA wherein US\$ 90 million were allocated for Strengthening and Improvement of Kalat – Quetta – Chaman (KQC) section of National Highway (N-25) in Balochistan.

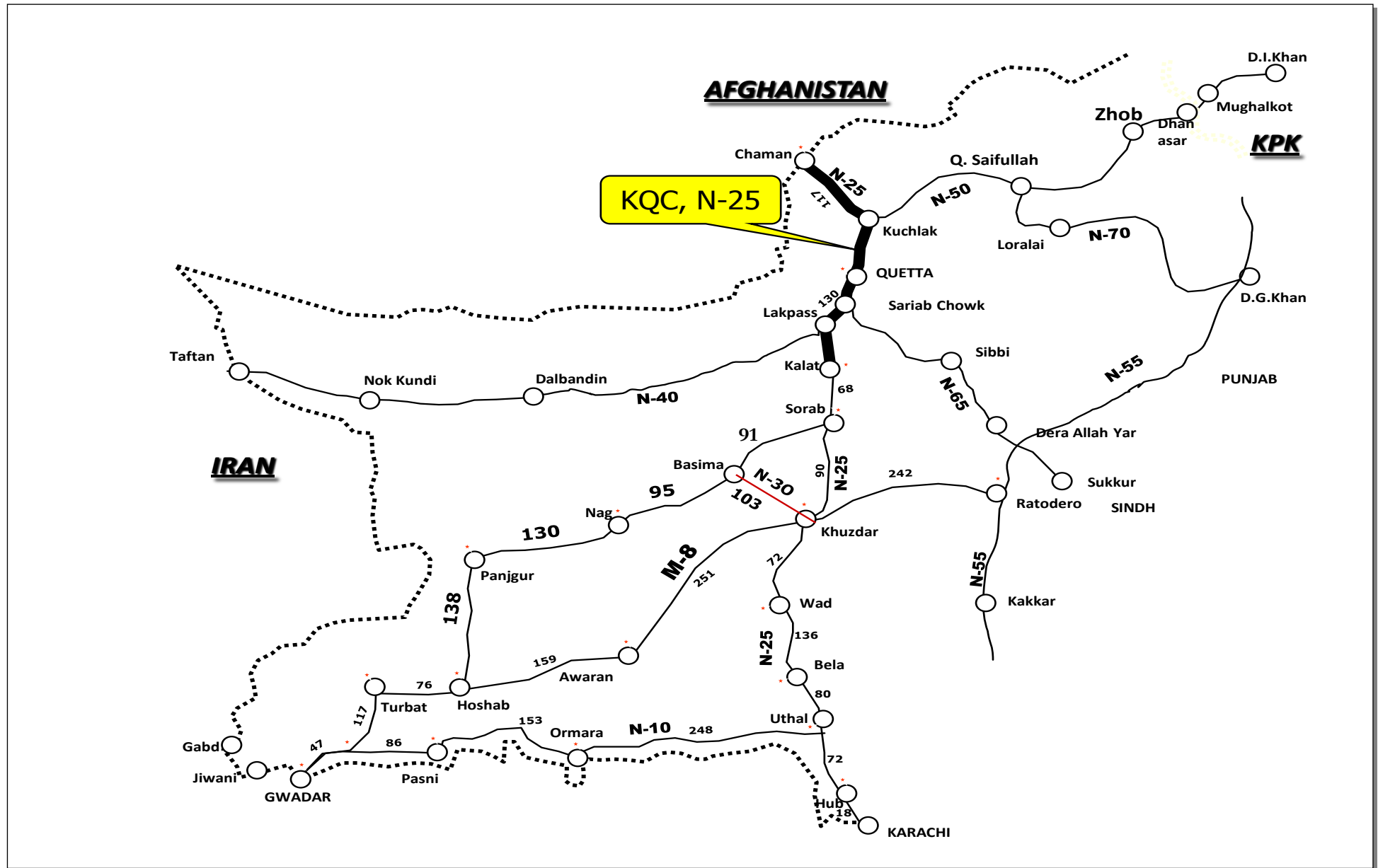
In consultation with EAD of the Ministry of Finance and NHA, USAID determined FWO as the appropriate construction contractor for this project because FWO had been an excellent performer in high risk areas of Pakistan and fully capable of completing the construction/ rehabilitation of the Kalat - Quetta - Chaman Road. This decision was based upon the unique capabilities that permit FWO to operate in high treat / high security areas including its ability to utilize Pakistani Military unit(s) to provide security around its construction projects.

NHA accordingly assigned construction contract for the balance / leftover works in sections 2 and 4 to M/s Frontier Works Organization (FWO) on EPC Lump sum basis in March 2014, for which formal contract agreement between NHA and FWO was signed on June 02, 2014. FWO has to complete the works within 18 months.

Of the overall agreed amount of US\$ 90 million, USAID on May 12, 2014 issued a Project Implementation Letter (PIL) No. 391-016-DOD-PIL-01 allocating US\$ 63.79 million for the balance / leftover works. The expiry date of the PIL is December 31, 2015.

### **1.1 Location**

The project area falls in five districts namely Kalat, Mastung, Quetta, Pishin and Qila Abdullah of the central and northern Balochistan Province. The KQC road portion of the N-25 originates at Kalat city, traverses through the provincial capital Quetta and ends at Pakistan – Afghanistan border at Chaman.



## **1.2 Implementation Arrangements**

The Economic Affairs Division (EAD) along with NHA will establish a Project Steering Committee (PSC) to provide oversight and guidance, and approvals required for smooth and timely implementation of the project activities. The PSC will be chaired by EAD and will comprise representatives of USAID/Pakistan, NHA and FWO involved in the planning and execution of the project activities.

Under the overall direction and responsibility of NHA, the PSC will authorize the establishment of a Project Management Unit (PMU). The PMU will act as the secretariat for the Steering Committee, reporting on all aspects of Project implementations, including financial management.

NHA has accordingly established the PMU working under Project Director (PD NHA), having the authority to carry out the works to be financed under this FAR Agreement. Accordingly, PMU is fully responsible for carrying out these works or for contracting for the performance of these works, for supervising the construction contractor, and for ensuring that the contractor diligently undertakes the work and provide the necessary equipment, skilled and unskilled labor, and efficient supply of materials to ensure uniform and continuous progress.

Kalat – Quetta - Chaman Road (N-25) is an EPC (Engineer, Procure & Construct) form of contract. FWO is fully responsible for the design and construction of the project in conformity with specifications and standard engineering practices. Engineering General Consultants (EGC) is providing design and quality control services to FWO.

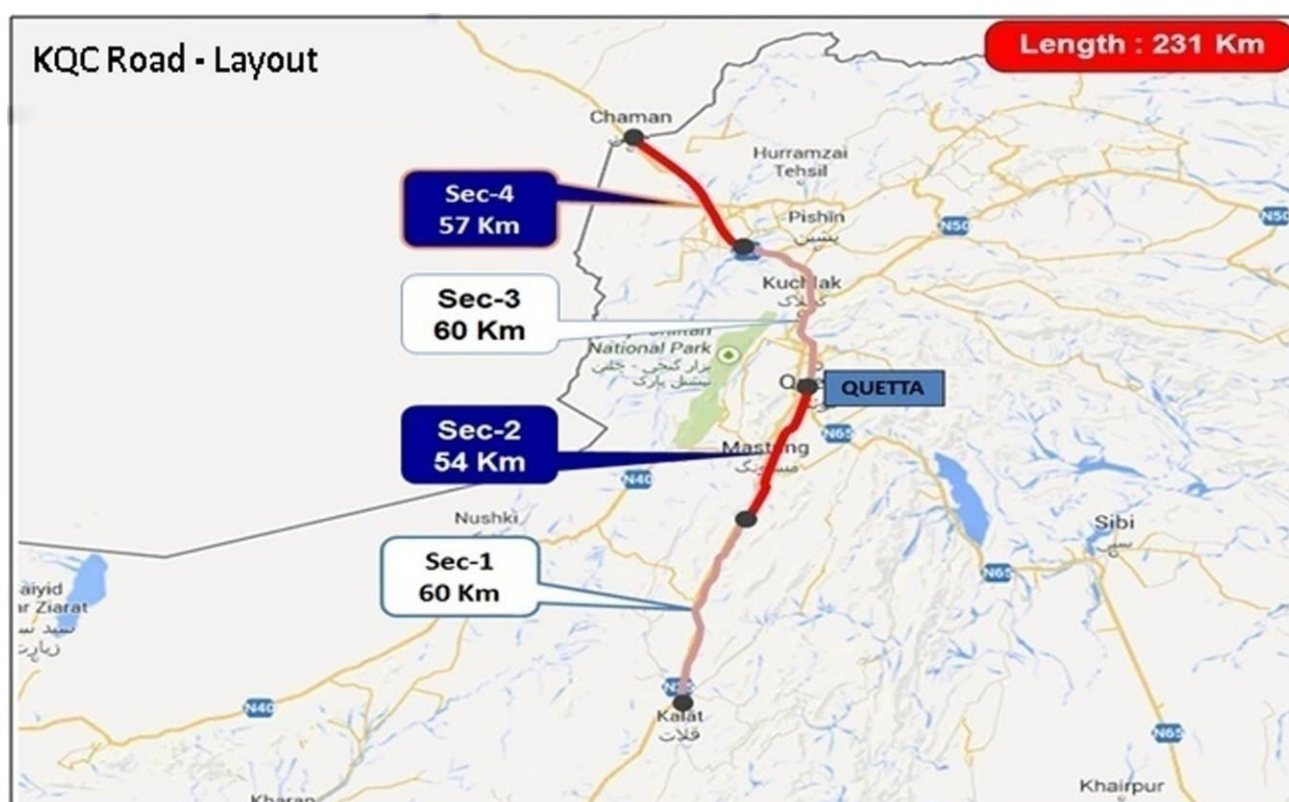
USAID being the donor / funding agency of the KQC-RP has tasked AGES Consultants under Construction Monitoring and Evaluation Program (CMEP) to provide services for the construction monitoring, quality assurance, environmental compliance oversight, and payment certification for the satisfactorily completed milestones of the project on behalf of the USAID.

## **1.3 Scope of Work**

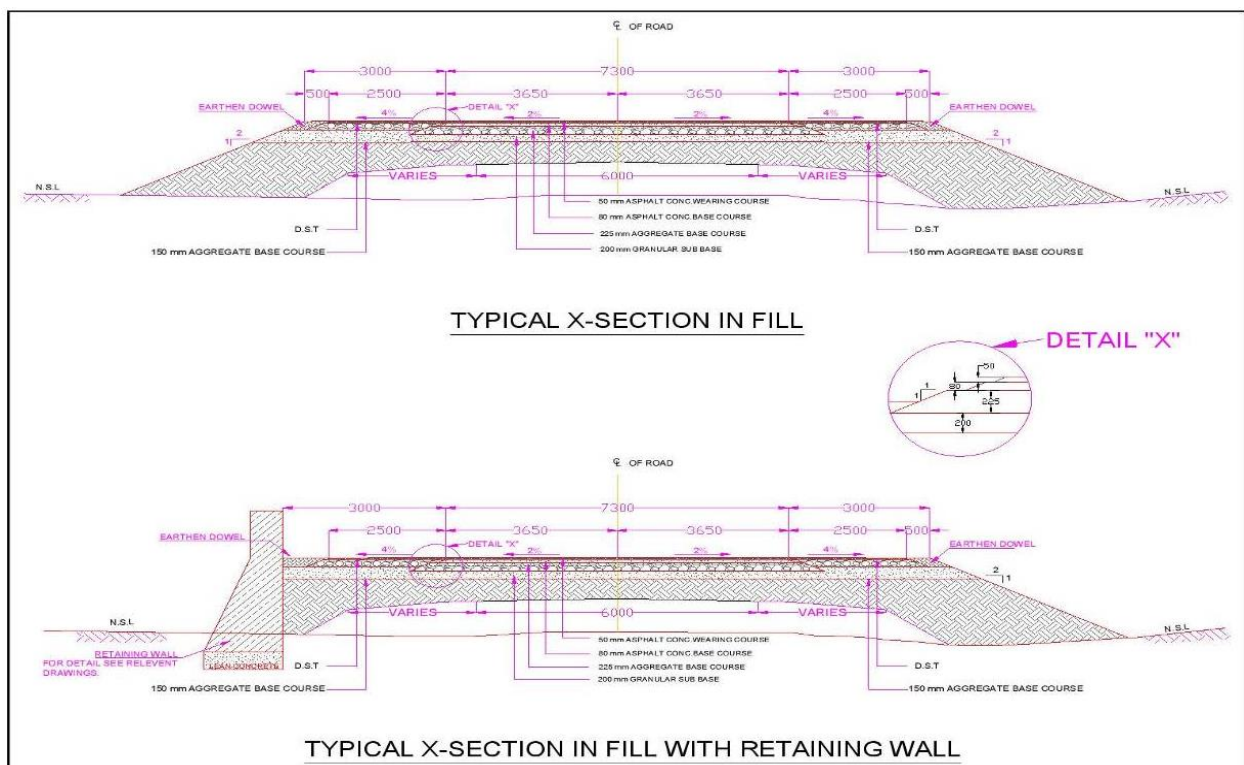
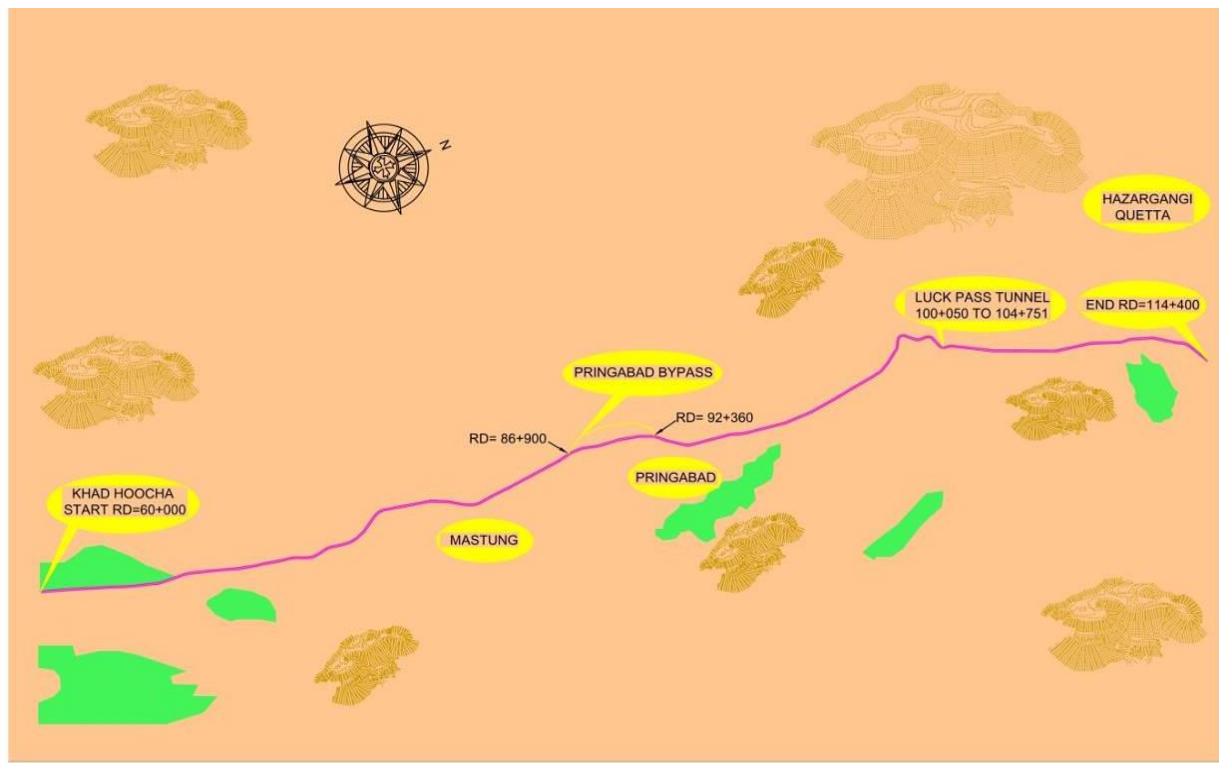
USAID has pledged to finance the remaining construction in sections 2 and 4, which covers 111 kilometers of the road. Scope of work include widening sections of the road, earthwork, grading and paving, as well as construction of four new bridges, drainage features and retaining structures. The expanded and improved road infrastructure will aid in increasing security and stability in the region, as well as facilitate improved communication, trade and national cohesion in the area. The improvements will also assist in providing local populations with greater economic opportunities, thereby reducing poverty and providing improved access to education, health-care services, markets, and other social services. The table below presents the status of Kalat – Quetta - Chaman road rehabilitation indicating the works to be financed by USAID under the Activity Agreement.

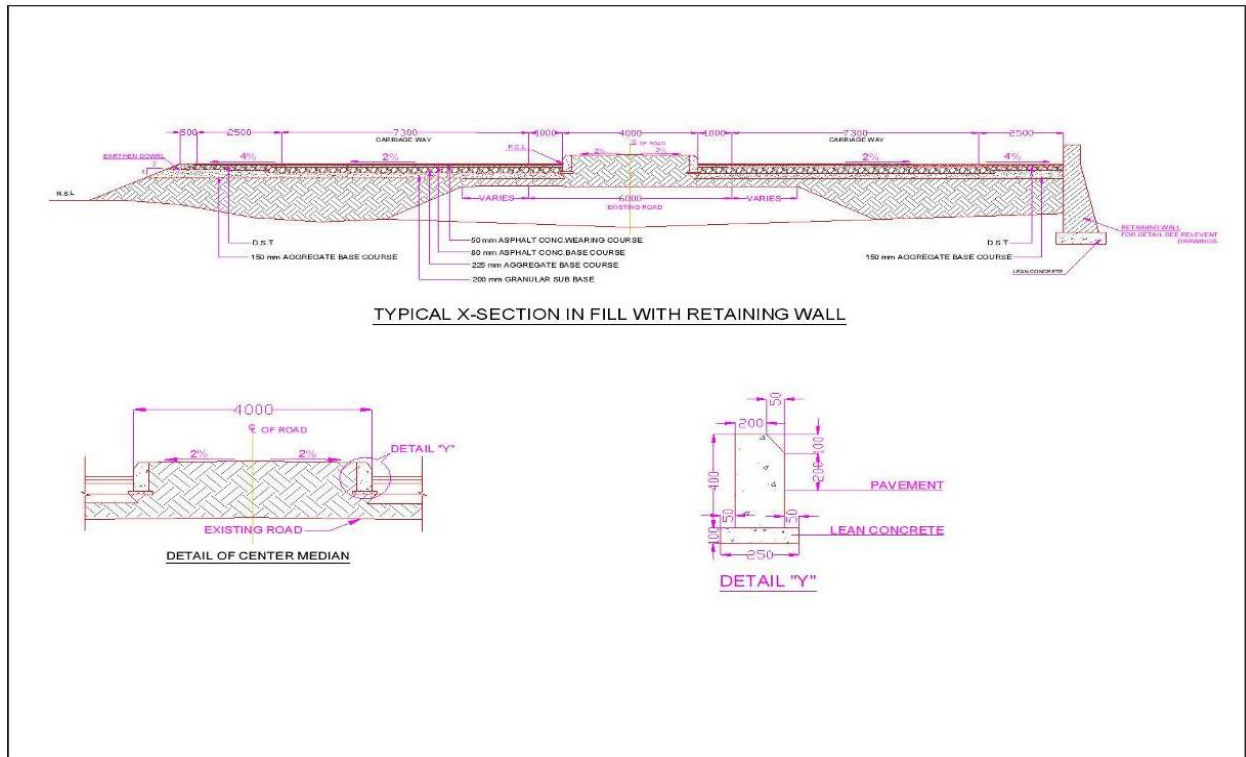
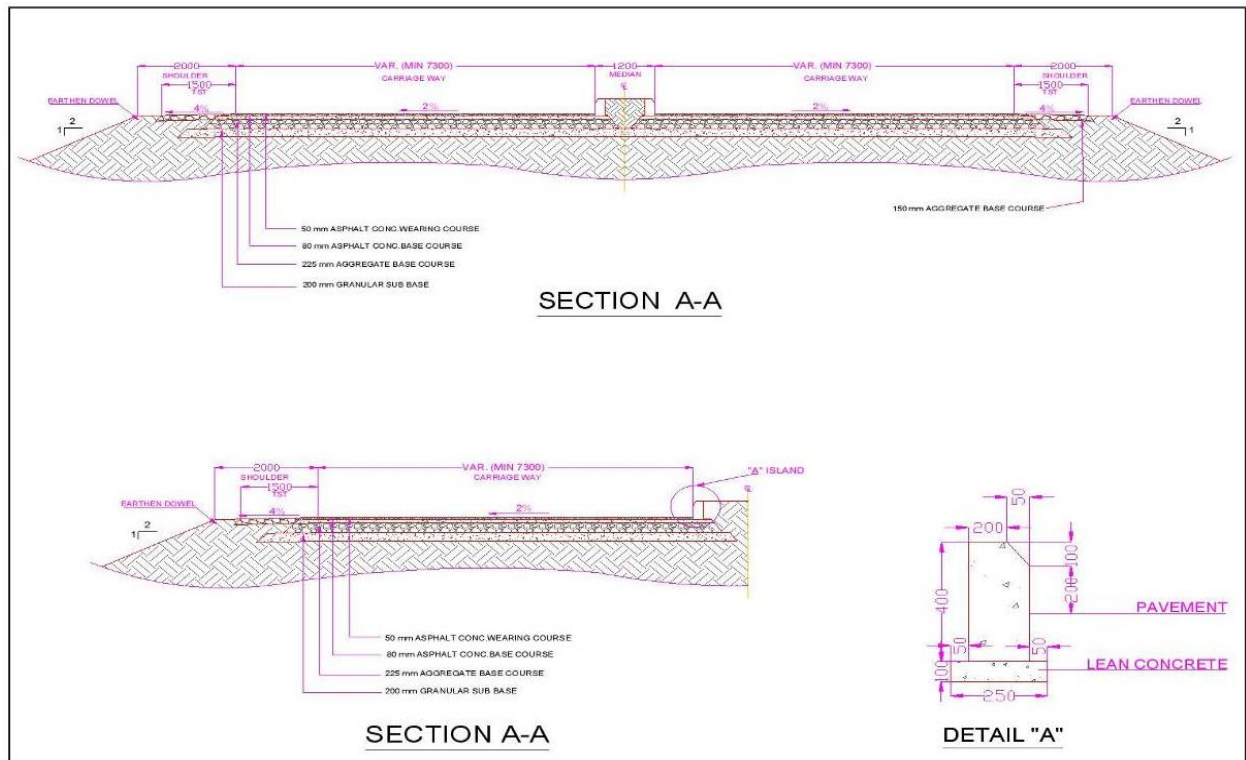


Status of Kalat - Quetta - Chaman Road			
Section	Description	Length Km	Status
1	Kalat - Khad Kocha	60	Completed with ADB assistance
2	Khad Kocha–Quetta	54	Partially completed, to be completed with USAID financing under PIL No. 391-016-DOD-PIL-01.
3	Quetta - Jungle Pir Ali Zai	60	Completed with ADB assistance
4	Jungle Pir Ali zai n-Chaman	57	Partially completed, to be completed with USAID financing under PIL No. 391-016-DOD-PIL-01.
	Additional works	53	Not started; to be completed with USAID financing under a separate PIL.



## 1.4 ALIGNMENT SKETCH – KHAD KOCHA – QUETTA (SECTION 2)





## 1.5 Physical Progress Section-2

Kalat - Quetta - Chaman Road Project National Highway (N-25)

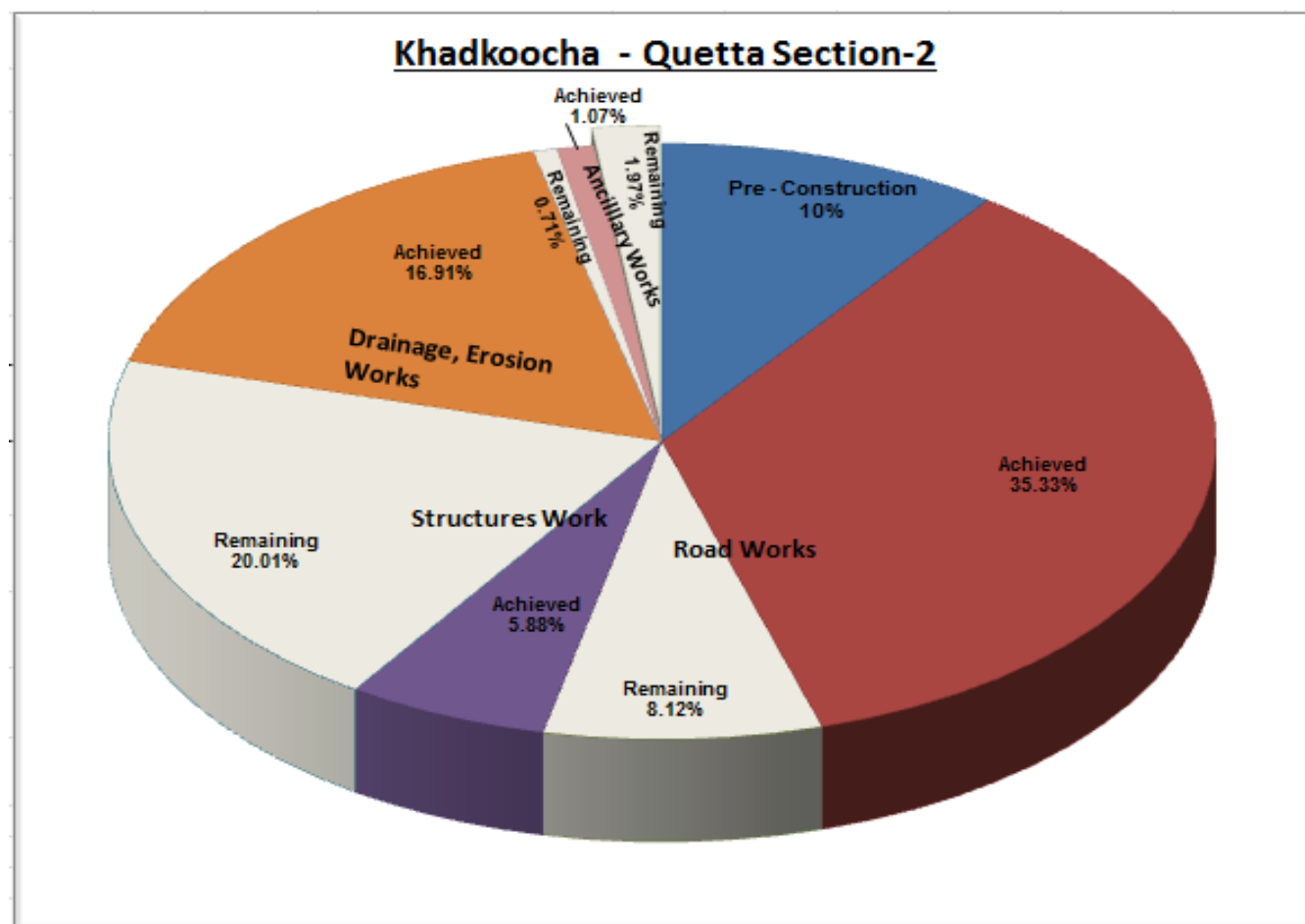
Khadkoocha - Quetta Section-2

Sub Section -1 To 10

Km 60 + 000 to Km 114+ 400 ( TOTAL LENGTH 49.7 KM)

Progress as of January 31,2015

S.Nos	Description	SUB ACTIVITY COST (USD)	SUB ACTIVITY COST %	Achieved Progress		BALANCE
				Cost (USD)	Progress %	
1	PRE - CONSTRUCTION COST	2,211,924.10	10%	2,211,924.10	10%	-
2	ROAD WORKS	9,611,359.97	43.45%	7,814,869.18	35.33%	8.12%
3	STRUCTURES WORK	5,726,298.98	25.89%	1,301,034.08	5.88%	20.01%
4	DRAINAGE, EROSION WORKS	3,896,808.99	17.62%	3,739,995.76	16.91%	0.71%
5	ANCILLARY WORKS	672,858.95	3.042%	237,585.79	1.07%	1.97%
	TOTAL:	22,119,251.00	100%	15,305,408.91	69.19%	30.81%



## Kalat - Quetta - Chaman Road Project National Highway (N-25)

## Khad koocha - Quetta Section- 2

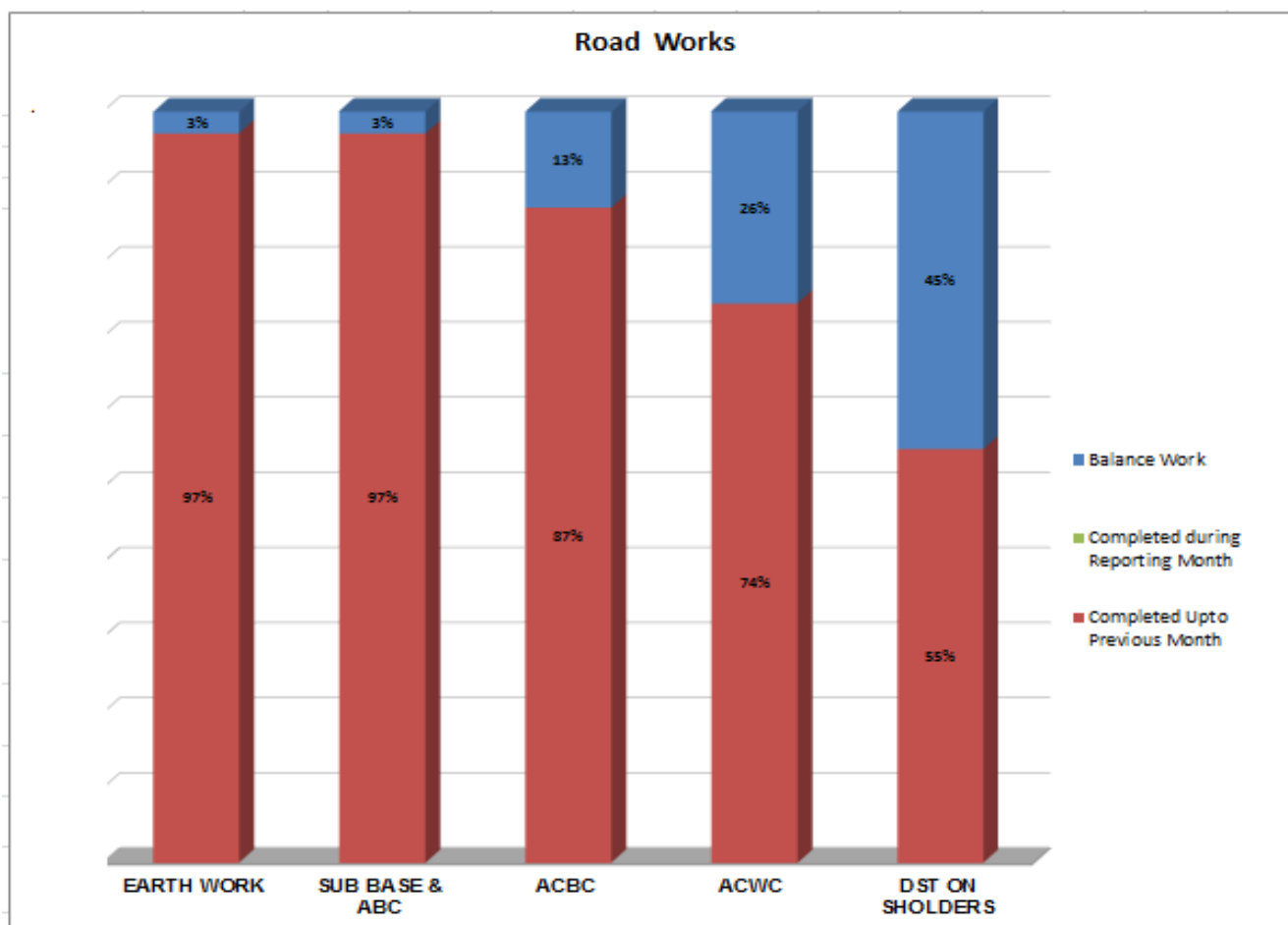
## Sub Section -1 To 10

Km 60 + 000 to Km 114+ 400 (TOTAL LENGTH 49.7 KM)

Progress as of January 31,2015

1 Milestone = 05

Aggregated Monthly Report										Milestone 00
Item No	Description	TOTAL LENGTH (KM)	Cost / Km (USD)	Total Cost (USD)	Previous Month	Repoting Month	Accumulative			
					Km Wise Completed	Km Wise Completed	Km Wise Completed	Cost (USD)	Progress %	
1: ROAD WORKS										
1.1	Earth Work & Scarification	49.7	17,729.44	881,153.00	48.25	0.00	48.25	855,445.31	97	
1.2	Granular Sub Base & Aggregate base course	49.7	45,166.50	2,244,775.00	48.25	0.00	48.25	2,179,283.58	97	
1.3	Asphaltic Base Course & Prime Coat	49.7	32,067.36	1,593,747.99	43.35	0.00	43.35	1,390,120.23	87	
1.4	Tack Coat & Asphaltic Concrete for Wearing Course (Class-A)	49.7	72,207.95	3,588,735.00	37.00	0.00	37.00	2,671,694.06	74	
1.5	DST ON Shoulder	49.7	26,216.28	1,302,948.99	27.40	0.00	27.40	718,326.00	55	
				9,611,359.97				7,814,869.18	81	





## Kalat - Quetta - Chaman Road Project National Highway (N-25)

## Khad koocha - Quetta Section-2

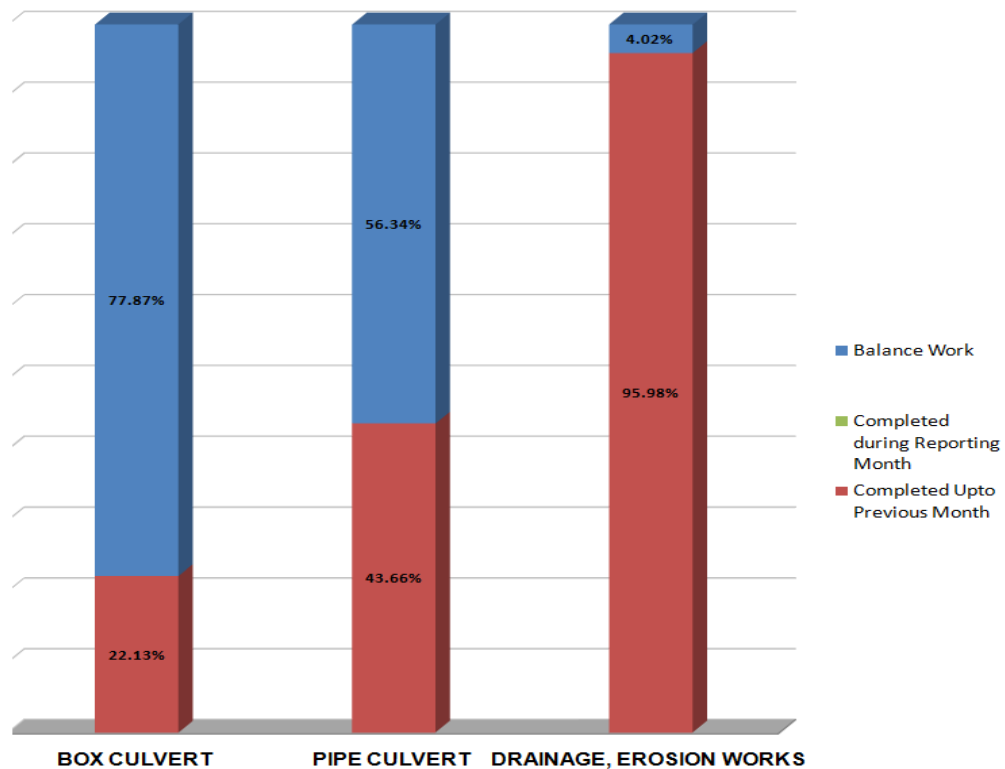
## Sub Section -1 To 10

Km 60 + 000 to Km 114+ 400 (TOTAL LENGTH 49.7 KM)

Progress as of January 31,2015

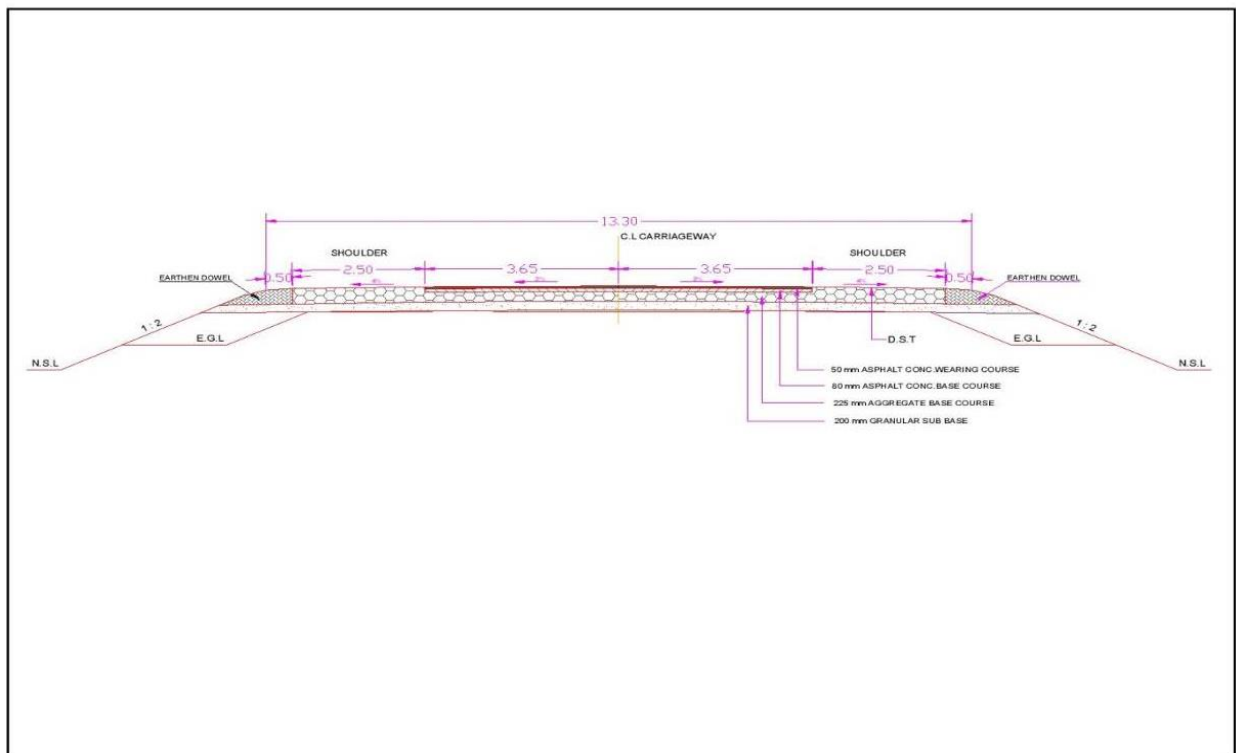
1 Milestone = 05

Item No	Description	No. of Culvert		Total Culverts	TOTAL LENGTH (KM)	Cost / Km (USD)	Total Cost (USD)	Previous Month	Reporting Month	Accumulative		
		Partial	Complete					KMs Completed	KMs Completed	KMs Completed	Cost (USD)	Progress %
STRUCTURES WORK												
2.1	BOX CULVERT	117	18	135	49.7	11,202.23	556,750.80	11.00	0.00	11.00	123,224.52	22
2.2	PIPE CULVERT	101	16	117	49.7	389.05	19,335.61	21.70	0.00	21.70	8,442.31	44
						11,591.28	576,086.42				131,666.83	23
3: DRAINAGE, EROSION WORKS												
3.1	Retaining Wall / Toe Wall/ Side Drain				49.7	7,887.99	392,033.10	47.70	0.00	47.70	376,257.12	96
							392,033.10				376,257.12	96

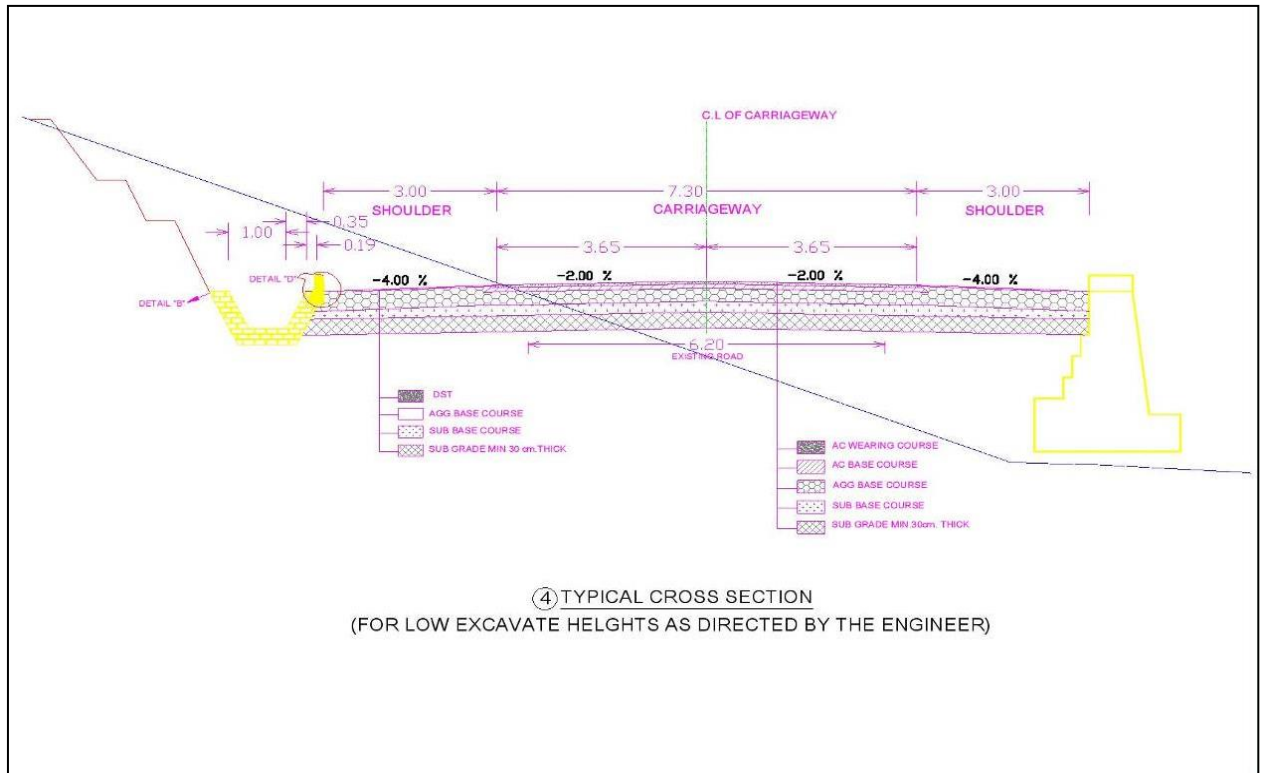
**Structures Work & Drainage, Erosion Works**



## 1.6 ALIGNMENT SKETCH – JANGLE PIRALIZAI – CHAMAN (SECTION 4)







## 1.7 Physical Progress Section-4

Kalat - Quetta - Chaman Road Project National Highway (N-25)

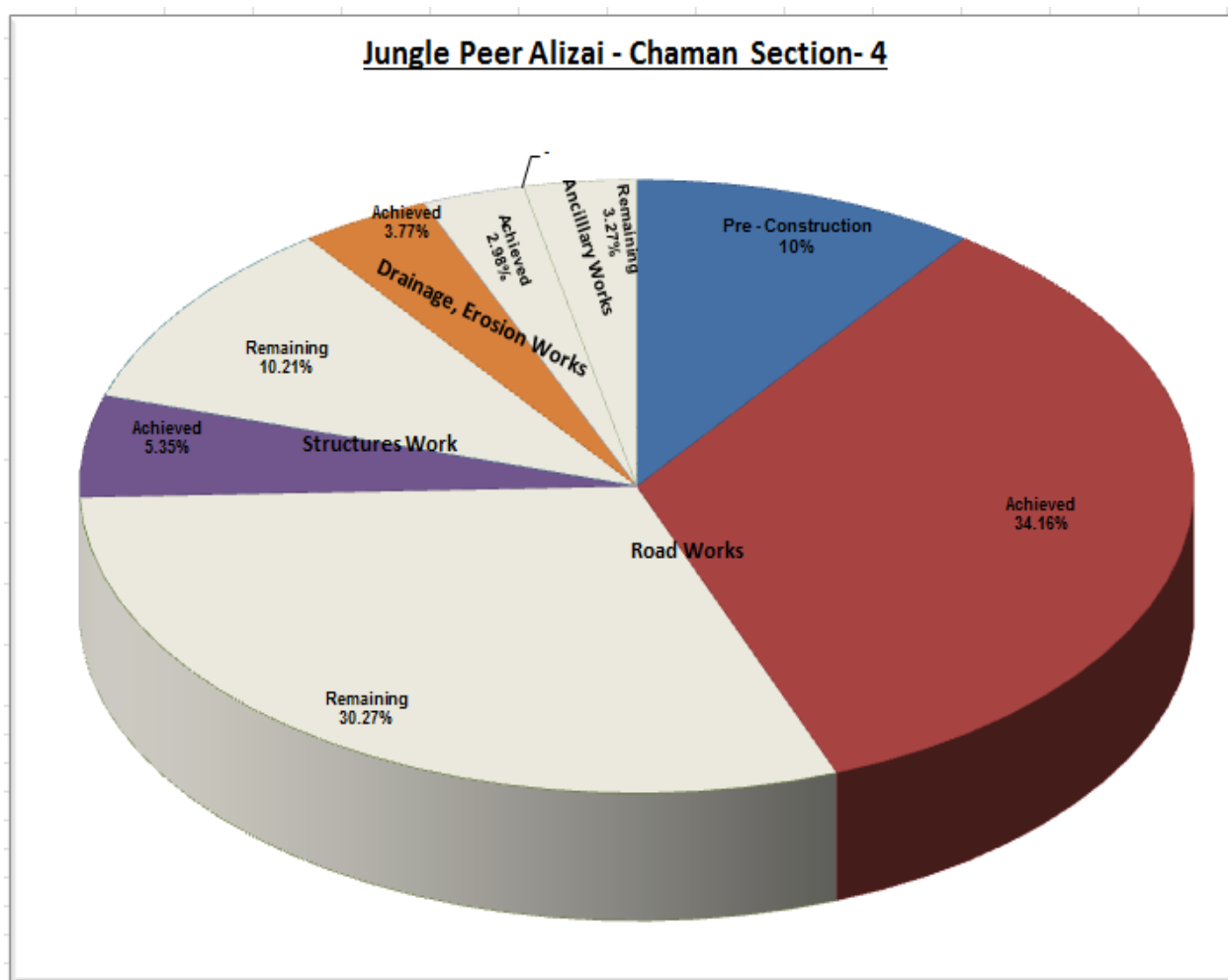
Jungle Peer Alizai - Chaman Section- 4

Sub Section -1 To 12

Km 59 + 800 to Km 116+ 424 ( TOTAL LENGTH 56.624 KM)

Progress as of January 31,2015

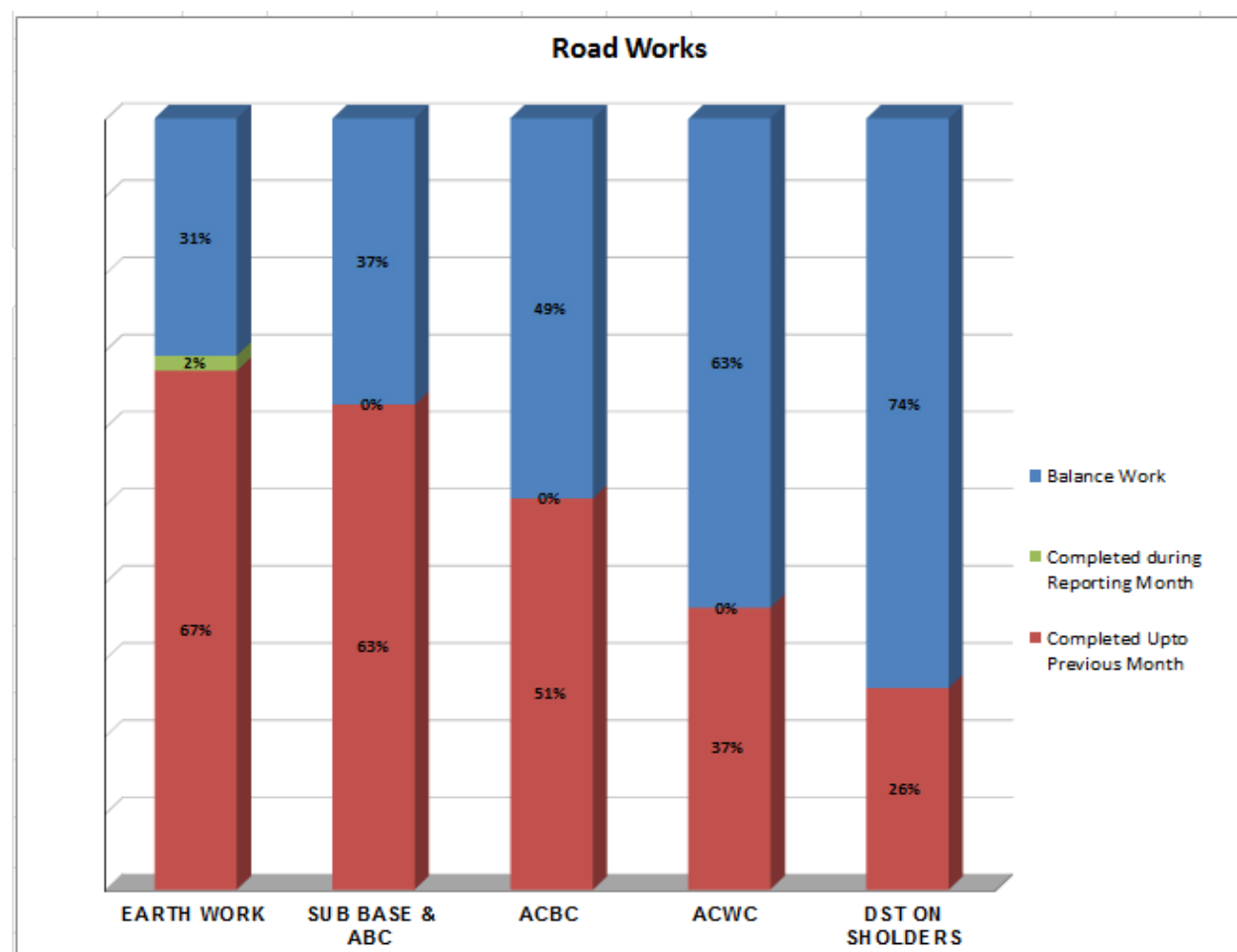
S. Nos	Description	SUB ACTIVITY COST (USD)	SUB ACTIVITY COST %	Achieved Progress		BALANCE
				COST (USD)	Progress %	
1	Pre - Construction Cost	4,167,877.00	10%	4,167,877.00	10%	-
2	ROAD WORKS	26,852,272.07	64.43%	14,237,476.62	34.16%	30.27%
3	STRUCTURES WORK	6,482,359.00	15.55%	2,228,953.92	5.35%	10.21%
4	DRAINAGE, EROSION WORKS	2,815,373.00	6.75%	1,571,833.69	3.77%	2.98%
5	ANCILLARY WORKS	1,360,895.00	3.27%	-	-	3.27%
	<b>TOTAL:</b>	<b>41,678,776</b>	<b>100%</b>	<b>22,206,141</b>	<b>53.28%</b>	<b>46.72%</b>



Kalat - Quetta - Chaman Road Project National Highway (N-25)  
Jungle Peer Alizai - Chaman Section- 4  
Km 59 + 800 to Km 116+ 424 (TOTAL LENGTH 56.624 KM)

Progress as of January 31,2015

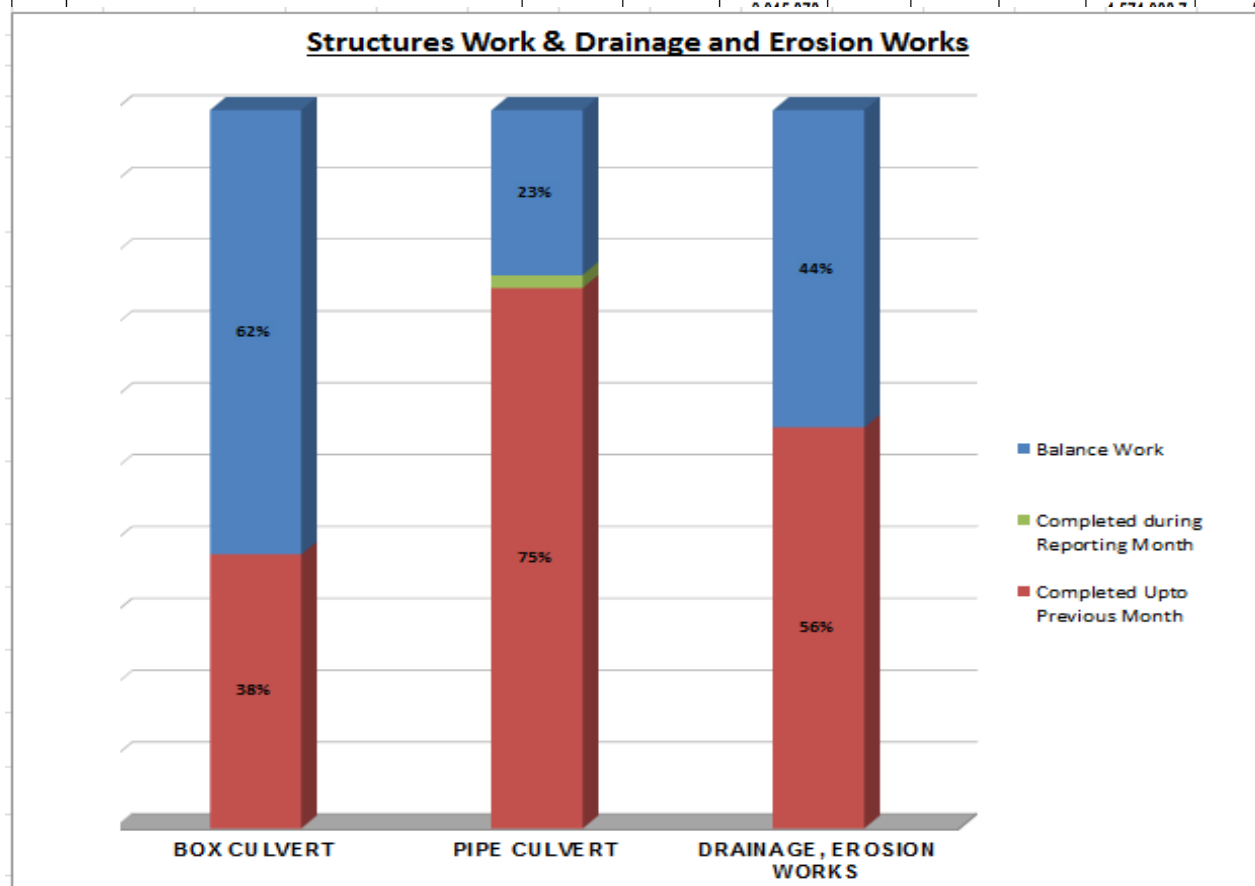
Item No	Description	TOTAL LENGTH (KM)	Cost / Km (USD)	Total Cost (USD)	Previous Month	Repoting Month January,15	Accumulative		
					Km Wise Completed	Km Wise Completed	Km Wise Completed	Cost (USD)	Progress %
1: ROAD WORKS									
1.1	Earth Work & Scarification	56.6	100,075.14	5,664,253.04	38.10	1.09	39.19	3,922,345.12	69
1.2	Granular Sub Base & Aggregate base course	56.6	124,869.70	7,067,625.02	35.60	0.00	35.60	4,445,361.32	63
1.3	Asphaltic Base Course & Prime Coat	56.6	113,370.05	6,416,745.06	28.70	0.00	28.70	3,253,720.55	51
1.4	Tack Coat & Asphaltic Concrete for Wearing Course (Class-A)	56.6	101,977.61	5,771,932.95	20.70	0.00	20.70	2,110,936.61	37
1.5	DST ON Shoulder	56.6	34,129.26	1,931,716.00	14.80	0.00	14.80	505,113.02	26
				26,852,272				14,237,477	53



Kalat - Quetta - Chaman Road Project National Highway (N-25)  
Jungle Peer Alizai - Chaman Section- 4  
Km 59 + 800 to Km 116+ 424 ( TOTAL LENGTH 56.624 KM)

Progress as of January 31,2015

Item No	Description	No. of Culvert		Total Cuverts	MILESTONE UNIT (KM)	Cost / Km (USD)	Total Cost (USD)	Previous Month	Reporting Month	Accumulative		
		Partial	Complete					KMs Completed	KMs Completed	KMs Completed	Cost (USD)	Progress %
2: STRUCTURES WORK												
2.1	BOX CULVERT	75	32	107	56.6	100,329.05	5,678,624	21.60	0.00	21.60	2,167,107.39	38
2.2	PIPE CULVERT	6	24	30	56.6	1,418.50	80,287.00	42.60	1.00	43.60	61,846.52	77
2.3	BRIDGES/ CAUSEWAYS						723,448.00				-	0
							6,482,359				2,228,954	34
3: DRAINAGE, EROSION WORKS												
3.1	Retaining Wall / Toe Wall/ Side Drain				56.6	49,741.57	2,815,373	31.60	0.00	31.60	1,571,833.69	56
							2,815,373				1,571,833.69	





## **2 CONSULTANT’S ACTIVITIES DURING THE REPORTING PERIOD**

The M&E Consultants under took the following major activities during the reporting period.

### **2.1 MEETINGS / PRESENTATIONS**

- i. Coordination Meeting was held on 16<sup>th</sup> January, 2015 at AGES Office, Quetta under the chairman ship of Mr. Saleem Raza PM Ages, KQC Road Project, Quetta. Minutes of the meeting are attached as Annexure – IV.
- ii. Review Meeting of Kalat Quetta Chaman Road Project was held on 19th January, 2015 at FWO 492 Group Office, Quetta under the chairman ship of Brig. Rahimuddin Ahmed Faruqi. Minutes of the meeting are attached as Annexure – IV.
- iii. Coordination Meeting was held on 19th January, 2015 at NHA Office, Quetta under the chairman ship of Muhammad Ilyas Afzal, Member NHA Balochistan. Minutes of the meeting are attached as Annexure – IV.
- iv. Orientation Meeting to develop consensus regarding milestones to be considered for payment was held on 22<sup>nd</sup> January, 2015 at AGES Office, Quetta under the Chairman ship of Mr. Saleem Raza, Project Manager AGES KQC Project Quetta. FWO came on the same page about claiming of Milestones and exercise done on the basis of five kilometers from anywhere clubbed together, as directed by COR UDAID, for next IPC may be helpful in easing out financial problem. Minutes of the meeting are attached as Annexure – IV.

### **2.2 CONSTRUCTION MONITORING**

During the reporting month, M&E staff carried out routine site visits of both the sections. Following activities were observed:

- Ensure that the construction works were carried out in accordance with approved drawing, design and specifications. Furthermore, implemented proper quality control procedures and other agreed protocols in the QAP at site to ensure the quality.
- Besides regular visits , joint site visits with representatives of FWO / EGC were carried out on the following dates:

Section 2

1<sup>st</sup> January 2015

17<sup>th</sup> January 2015

24<sup>th</sup> January 2015

31<sup>st</sup> January 2015

Section 4

11<sup>th</sup> January 2015

25<sup>th</sup> January 2015

- Construction problems / issues were observed and their resolutions were shared with PM FWO / EGC for corrective actions.(Reports attached)
- Conducted follow-up / coordination meeting with FWO / EGC and PD NHA on 16<sup>th</sup> January 2015.(Minutes attached)
- Site visit reports prepared by the field staff and construction activities reported with progress photos.
- Improvement in workmanship has been observed in fixing of steel, formwork, water cement ratio and construction materials but the chance of improvement is still there.
- In section – 4, it was observed that on downstream of the culverts at Kms. 100+915, 104+406 and 105+990 scouring has affected the bed level of Nullah, FWO was advised to seek the opinion of Consultants about possible revision of design of apron / cut off wall. The Contractor has stopped the work till decision of Consultants.
- In section – 2, it was observed that protection work on downstream of Culverts at Kms. 77+595, 96+615, 84+961 and 110+373 has been executed on revised design ,approval of which not shared with AGES so far.

## **2.3 LABORATORY AND FIELD TESTING**

AGES Lab Team independently as well as jointly with FWO / EGC performed following different tests.

- (a) Compressive strength for concrete.
- (b) Aggregate quality tests for concrete.
- (c) ABC material quality tests and FDT.
- (d) Sub Base material quality tests & FDT.
- (e) Embankment / Sub-grade quality & FDT.
- (f) Bricks compression / absorption tests.
- (g) Rip Rap material quality tests.

## MONTHLY SUMMERY FOR THE MONTH OF JANUARY-2015 (Section-2 Kalat Quetta)

### ASPHALTIC CONCRETE BASE COURSE CORES COMPACTION REPORT

S No	Core. No	DATE	TYPE OF WORK	STATION	SIDE	CORE THICKNESS	WT. IN AIR (gm)	WT. IN WATER (gm)	SSD.WT (gm)	VOLUME (CC)	CORE DENSITY (gm/cc)	MARSHAL MOULD DENSITY	COMPACTION %		REMARKS
													ACHIEVED	REQUIRED	
1	41/A	3/1/2015	ACBC	66+703	L/S	8.8	1350.4	784.3	1358.7	574.4	2.351	2.404	97.8	97	

## MONTHLY SUMMERY FOR THE MONTH OF JANUARY-2015 (Section-2 Kalat Quetta)

### ASPHALTIC CONCRETE WEARING COURSE CORES COMPACTION REPORT

S No	Core. No	DATE	TYPE OF WORK	STATION	SIDE	CORE THICKNESS	WT. IN AIR (gm)	WT. IN WATER (gm)	SSD.WT (gm)	VOLUME (CC)	CORE DENSITY (gm/cc)	MARSHAL MOULD DENSITY	COMPACTION %		REMARKS
													ACHIEVED	REQUIRED	
1	40/A	3/1/2015	ACWC	67+937	L/S	5.2	777.3	444.8	783.5	332.5	2.338	2.378	98.3	97	Recheck for core thickness and found satisfactory
2	40/A	"	"	67+940	L/S	5.1	764.8	436.0	768.9	328.8	2.326	"	97.8	97	

## MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section-2 Kalat Quetta)

### AGGREGATE BASE COURSE MATERIAL QUALITY TESTS REPORT

S No	Lab No	Date	Location (km)	Station	Type of Work	Layer	Sieve analysis							MDD (gm/cc)	OMC %	L.A %	Sand Equivalent	CBR% at	Plasticity Index	Remarks
							2"	1"	3/8"	#4	#10	#40	#200					1"		
	Project Specification Limits						100%	70/95	30/65	25/55	15/40	8/20	2/8	—	—	40 Max	45Min	80% Min	6 Max	
1	7	22-1-15	Stock Pile	78+240	ABC	—	100	91.2	55.5	31.6	20.6	9.0	4.6	2.283	5.8	23.6	—	—	NP	

## MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section-2 Kalat Quetta)

### EMBAKMENT/SUBGRADE QUALITY TESTS REPORT

S No	Lab No	Date	Description	Location (km)	Station	Layer	Sieve analysis							P.I	MDD (g/cc)	OMC %	CBR	Swell	Remarks
							2"	1"	3/8"	#4	#10	#40	#200						
1	1	21/01/15	Emb C/Way	78+150-78+400	78+220	6th	100	89.5	79.0	56.5	51.0	46.6	34.9	--	2.190	7.2	--	--	
2	2	25/01/15	Embankment	Link Road	95+320	1st	100	83.3	59.9	47.6	41.1	36.3	29.4	--	--	--	--	--	
3	3	"	"	By Pass	88+440	--	93.7	71.3	58.5	51.8	48.5	42.9	11.7	--	--	--	--	--	
4	4	"	Back fill	B/C bypass	90+680	--	100	85.7	68.1	59.7	50	43.4	23.9	--	1.98	9.7	--	--	

## MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section-2 Kalat Quetta)

### EMBAKMENT/SUBGRADE MATERIAL FIELD DENSITY TESTS REPORT

S No	Lab No.	Date	Description	Location (km)	Station	Layer	F.D.D	M.C	M.D.D	O.M.C	Achieved Compaction	Required Compaction	Remarks
1	3	24/01/2015	NGC	Link Road	95+320 R/S	–	1.815	7.2	1.990	9.9	91.2	90	Pass
2	4	"	NGC	"	95+100 L/S	–	1.827	7.6	"	"	91.8	"	Pass
3	5	26/01/2015	Embankment	"	106+830 R/S	1st	2.132	5.6	2.216	7.6	96.2	95	Pass
4	6	"	"	"	107+140 R/S	"	2.125	5.4	"	"	95.9	"	Pass
5	7	28/01/15	"	78+200 - 78+350	78+260 L/S	Zone B (12th)	2.056	5.5	2.190	7.2	93.9	93	Pass

## MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section-2 Kalat Quetta)

### SUMMARY OF CONCRETE COMPRESSIVE STRENGTH

S No	Cylinder No	Casting Date	Class	Part of Structure	Location	Slump (mm)	Mix Temp	Air Temp	Area (cm <sup>2</sup> )	Date of 7 days	Dial Reading (kN)	Strength (kg/cm <sup>2</sup> )	Avg Strength (kg/cm <sup>2</sup> )	28 days Date	Dial Reading (kN)	Strength (kg/cm <sup>2</sup> )	Avg Strength (kg/cm <sup>2</sup> )	Required Strength (kg/cm <sup>2</sup> )	Remarks
1	20/D (1)	23/12/14	A	B/C Top slab	90+680	75	18	--	182.4	--	--	--		20/01/15	440	246.1	246.4	210	OK
2	20/E	"	"	"	"	"	"	--	"	--	--	--		"	434	242.7			
3	20/F	"	"	"	"	"	"	--	"	--	--	--		"	448	250.5			
4	21/D (2)	23/12/14	A	B/C Top slab	90+680	74	16	--	"	--	--	--	--	20/01/15	430	240.5	240.1	210	OK
5	21/E	"	"	"	"	"	"	--	"	--	--	--	--	"	422	236.0			
6	21/F	"	"	"	"	"	"	--	"	--	--	--	--	"	436	243.8			
7	22/A	30-12-14	A	Culvert Side Wall	90+966	73	18	19	"	6/1/15	280	157	157	--	--	--	--	--	
8	22/B	"	"	"	"	"	"	"	"	"	278	155		--	--	--	--	--	
9	22/C	"	"	"	"	"	"	"	"	"	286	160		--	--	--	--	--	
10	22/D	"	"	"	"	"	"	"	--	--	--	--	--	27-1-15	406	227	235	210	OK
11	22/E	"	"	"	"	"	"	"	--	--	--	--	--	"	430	240			
12	22/F	"	"	"	"	"	"	"	--	--	--	--	--	"	424	237			



## MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section-2 Kalat Quetta)

### AGGREGATE QUALITY TESTS FOR CONCRETE REPORT

S.NO	Test No	Date	Location (km)	Description	Type of Agg	Sieve analysis		C/Average					F/Average								F-M	Remarks	
						2"	1-1/2"	1"	3/4"	3/8"	#4	#8	3/8"	#4	#8	#16	#30	#30	#50	#100			#200
Specification Limits						-	-	100	90/100	20/55	0/10	0/5	100	95/100	80/100	45/85	25/60	25-60	10-3	2-10	0-3	2.3/3.1	
1	12	24-1-15	90+966	B/C Top Slab	C/A			100	100	41.1	2.4	0.2	-	-	-	-	-	-	-	-	-	-	Ok
2	13 (1)	"	"	"	F/A Crush Sand			-	-	-	-	-	100	100	75.3	48.4		29.2	26.2	13.3	11.2		
3	14 (2)	"	"	"	"			-	-	-	-	-	100	100	60.9	30.6		13.7	11.5	5.7	4.9		
	Blend of No 13 & 14							-	-	-	-	-	100	100	69.6	41.2		23	20.3	10.3	8.7	3.4	Not Ok
4	15	24-1-15	90+966	B/C Top Slab	F/A Natural Sand			-	-	-	-	-	98.3	95	91	86.3		79.4	77.2	40.3	28.8		
5	16	28-1-15	90+966	B/C Top Slab	F/A Saranan Sand			-	-	-	-	-	100	98.2	96.8	93.5		81	73.7	14.4	8.2	1.5	
6	17	28-1-15	96+615	B/C Wing Wall	C/A 1" Down			100	83.1	8.6	5.1	-	-	-	-	-	-	-	-	-	-		
7	18	28-1-15	90+915	B/C Wing Wall	C/A 1/2" Down			Nil	Nil	79.2	8.4	0.9	-	-	-	-	-	-	-	-	-		
	Blend of No 17 & 18							100	91.2	43.9	6.8	0.5	-	-	-	-	-	-	-	-	-		

### MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section- 2 KALAT QUETTA)

#### RIP RAP FOR RETAINING WALL QUALITY TEST REPORT

S.No	Date	Location		Dry WT (gm)	SSD WT (gm)	WT in Water (gm)	Gsb (oven dry basis)	Gsb (SSD)	Apparent Specific Gravity	Absorption %	LA %
1	30-1-15	87+960		4143	4159	2614	2.682	2.692	2.710	0.39	35.1
	"	"		4200	4215	2642	2.670	2.680	2.696	0.36	
			Avg	--	--	--	2.676	2.686	2.703	0.38	

## MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section- 4 QUETTA CHAMAN)

### AGGREGATE BASE COURSE MATERIAL QUALITY TESTS REPORT

S No	Lab No	Date	Location (km)	Station	Type of Work	Layer	Sieve analysis							MDD (gm/cc)	OMC %	L.A %	Sand Equivalent	CBR% at	Plastic Index	Soundness
							2"	1"	3/8"	# 4	# 10	# 40	# 200					1"		
Project Specification Limits							100%	70/95	30/65	25/55	15/40	8/20	2/8	--	--	40 Max	45 Min	80% Min	6 Max	12 Max
1	16	15/01/15	2+000 - 2+350	2+290	Shoulder R/S	1st	100	75.9	41.6	27.9	18.9	9.6	5.9	--	--	24.8	--	--	--	--
2	17	18/01/15	79+200-79+350	79+300	Shoulder L/S	2nd	100	74.5	46.9	30.1	20.5	10.4	6.6	--	--	23.4	--	--	--	--
3	18	19/01/15	2+400 - 2+600	2+540	Shoulder B/S	2nd	100	79.5	54.5	38.8	20.6	7.7	5.6	2.28	5.7	20.4	49	--	2.6	3.36
4	19	31/01/15	Link Road R/S	62+955	Link Road	Top	100	76.2	42.4	33.3	30.3	17.6	7.5	--	--	--	--	--	--	--

## MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section- 4 QUETTA CHAMAN)

### AGGREGATE BASE COURSE FIELD DENSITY TESTS REPORT

S No	FDT.NO	Date	Type of Work	Location (km)	Station	Layer	F.D.D (gm/cc)	M.C %	M.D.D (gm/cc)	O.M.C %	Adjusted Proctor	Achieved Compaction	Required Compaction	Remarks
1	70	3/1/2015	ABC Shoulder R/S	1+600 - 1+800	1+698	2nd	2.293	5.0	2.283	5.6	2.356	97.3	100	Fail (Ref: 70/A)
2	71	3/1/2015	ABC Shoulder R/S	1+300 - 1+600	1+390	2nd	2.291	4.7	2.283	5.6	2.317	98.9	100	Fail (Ref: 71/A)
3	70/A	8/1/2015	ABC Shoulder R/S	1+600 - 1+800	1+775	2nd	2.348	5.6	"	"	2.338	100.4	"	Pass
4	71/A	"	"	1+300 - 1+600	1+375	"	2.326	4.8	"	"	2.321	100.2	"	Pass
5	72	"	"	2+525 - 2+725	2+625	1st	2.234	5.4	"	"	2.349	95.1	"	Fail (Ref: 72/A)
6	73	"	"	79+200 - 79+300	79+245	"	2.378	6.5	"	"	2.342	101.5	"	Pass
7	74	12/1/2015	Shoulder L/S	104+250 - 104+500	104+410	"	2.193	4.0	"	"	2.321	94.5	100	Fail (Ref: 74/A)
8	75	"	"	104+500 - 104+750	104+553	"	2.150	4.0	"	"	2.321	92.6	"	Fail (Ref: 75/A)
9	72/A	15/01/15	Shoulder R/S	2.525 - 2+725	2+620	"	2.37	4.9	"	"	2.356	100.6	"	Pass
10	76	"	"	2+350 - 2+450	2+410	"	2.331	5.5	"	"	2.324	100.3	"	Pass
11	77	18/01/15	Shoulder L/S	2.625 - 2+775	2+658	2nd	2.302	4.4	"	"	2.349	98	"	Fail (Ref: 77/A)
12	78	"	Shoulder R/S	2+525 - 2+700	2+628	"	2.253	4.7	"	"	2.335	96.5	"	Fail (Ref: 78/A)
13	79	"	"	79+200 - 79+300	79+280	"	2.286	4.6	"	"	2.349	97.2	"	Fail (Ref: 79/A)
14	80	"	Shoulder R/S	2+000 - 2+350	2+260	1st	2.279	5.1	"	"	2.352	96.9	"	Fail (Ref: 80/A)
15	81	"	Shoulder L/S	79+200 - 79+300	79+270	2nd	2.275	4.9	"	"	2.331	97.6	"	Fail (Ref: 81/A)
16	74/A	24/01/15	Shoulder L/S	104+250 - 104+500	104+315	1st	2.342	4.3	"	"	2.335	100.3	"	Pass
17	75/A	"	Shoulder L/S	104+500 - 104+750	104+616	"	2.365	4.6	"	"	2.356	100.4	"	Pass
18	77/A	26/01/15	Shoulder L/S	2+625 - 2+775	2+690	2nd	2.368	4.5	"	"	2.356	100.5	"	Pass
19	78/A	"	Shoulder R/S	2+525 - 2+700	2+620	"	2.351	4.8	"	"	2.335	100.7	"	Pass
20	79/A	"	"	79+200 - 79+300	79+280	"	2.365	4.8	"	"	2.356	100.4	"	Pass
21	80/A	"	"	2+000 - 2+350	2+150	1st	2.350	4.9	2.280	5.7	2.345	100.2	"	Pass
22	81/A	"	Shoulder L/S	79+200 - 79+300	79+270	2nd	2.361	4.1	2.283	5.6	2.352	100.4	"	Pass

**MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section- 4 QUETTA CHAMAN)**  
**AGGREGATE BASE COURSE FIELD DENSITY TESTS REPORT**

S No	FDT.NO	Date	Type of Work	Location (km)	Station	Layer	F.D.D (gm/cc)	M.C %	M.D.D (gm/cc)	O.M.C %	Adjusted Proctor	Achieved Compaction	Required Compaction	Remarks
23	82	"	Shoulder R/S	104+750 - 104+900	104+832	"	2.158	4.0	2.280	5.7	2.315	93.2	"	Fail
24	83	27/01/15	Shoulder L/S	2+000 - 2+150	2+100	"	2.247	4.5	"	"	2.339	96.0	"	Fail (Ref: 83/A)
25	84	"	Shoulder R/S	2+350 - 2+475	2+425	"	2.378	4.5	"	"	2.372	100.3	"	Pass
26	85	"	Link Road L/S		60+112	Top	2.235	4.7	"	"	2.372	94.2	"	Fail
27	83/A	28/01/15	Shoulder L/S	2+000 - 2+150	2+072	2nd	2.327	4.5	"	"	2.325	100.1	"	Pass
28	86	31/01/15	Shoulder R/S	104+600 - 104+750	104+725	2nd	2.204	4.0	"	"	2.332	94.5	"	Fail
29	82/A	"	Shoulder R/S	104+750 - 104+900	104+850	2nd	2.247	4.8	"	"	2.338	96.1	"	Fail

Note: DUE TO NO WORK FDT NO. 82, 85 & 86 HAS NOT RETSTED YET.

## MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section- 4 QUETTA CHAMAN)

### SUBBASE MATERIAL QUALITY TESTS REPORT

S No	Lab No	Date	Location (km)	Station	Type of Work	Layer	Sieve analysis							MDD (gm/cc)	OMC %	L.A %	Sand Equivalent	CBR% at	Plastic Index	Remarks
							2"	1"	3/8"	# 4	# 10	# 40	# 200					1"		
	Project Specification Limits						100%	55/85	40/70	30/60	20/50	10/30	5/15	—	—	50% MAX	25 Min	50% min	6 Max	
1	9	3/1/15	108+325 -108+500	108+375	C/Way	1st	100	90.2	69.2	49.8	31.2	16.1	11.2	—	—	27	—	—	—	Fail (Ref: 9/A)
2	10	5/1/15	109+600 -109+750	109+670	C/Way	1st	96.5	90.9	75.4	60.9	38.1	17.7	10.1	—	—	—	—	—	—	Fail (Ref: 10/A)
3	10/A	8/1/15	109+600 -109+750	109+650	C/Way	"	100	82.7	68.3	56.0	36.3	16.6	10.2	—	—	—	—	—	—	
4	11	9/1/15	108+325 -108+500	108+425	"	"	100	95.0	68.7	51.6	30.8	13.0	8.0	—	—	—	—	—	—	Fail (Ref: 11/A)
5	12	13/01/15	—	109+790	"	"	100	94.4	74.3	59.0	36.0	16.9	11.7	—	—	—	—	—	—	
6	13	15/01/15	—	109+915	"	"	100	79.4	59.6	47.6	31.7	17.7	12.2	—	—	28.2	—	—	—	
7	11/A	17/01/15	108+325 -108+500	108+450	"	"	100	78.8	60.3	47.3	29.8	15.3	10.5	—	—	—	—	—	—	
8	14	20/01/15	—	109+650	"	"	100	82.8	68.5	56.7	40.0	19.8	12.0	—	—	—	—	—	—	
9	15	"	109+775 -109+950	109+880	"	"	100	77.6	56.2	44.7	30.3	16	11.5	—	—	—	—	—	—	
10	9/A	25/01/15	108+325 -108+500	108+410	"	"	100	84.1	68.9	57.1	35.1	15.9	11.2	—	—	—	—	—	—	
11	16	"	110+075 -110+175	110+160	C/Way	1st	100	79.7	63.6	55.7	37.1	19.9	11.7	—	—	—	—	—	—	
12	17	28/01/15	109+600 -109+750	109+670	C/Way	2nd	100	78.8	58.0	47.4	32.7	16.6	10.0	—	—	—	—	—	—	
13	18	29/01/15	109+375 -109+600	109+440	C/Way	2nd	100	79.0	67.3	57.2	44.4	19.9	11.4	—	—	—	—	—	—	
14	19	"	—	113+975	C/Way	1st	100	81.2	66.9	53.4	40.3	19.9	9.9	—	—	—	—	—	—	



## MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section- 4 QUETTA CHAMAN)

### SUBBASE MATERIAL FIELD DENSITY TESTS REPORT

S No	LAB No	Date	Location (km)	Station	Type of Work	Layer	F.D.D (gm/cc)	M.C %	M.D.D (gm/cc)	O.M.C %	Achieved Compaction %	Required Compaction%	Remarks
1	7	12/1/2015	109+600 - 109+750	109+680	C/Way	1st	2.126	5.9	2.268	6.4	93.5	98	Fail
2	7/A	15/01/15	109+600 - 109+750	109+690	"	"	2.234	6.1	"	"	98.5	"	Pass
3	8	26/01/15	108+325 - 108+500	108+432	"	"	2.232	4.7	"	"	98.1	"	Pass
4	9	"	110+075 - 110+175	110+085	"	"	2.173	5	"	"	95.8	"	Fail (Ref: 9/A)
5	9/A	28/01/15	110+075 - 110+175	110+095	"	"	2.24	5.2	"	"	98.4	"	Pass
6	10	"	109+950 - 110+050	109+990	" R/S	"	2.22	6.4	"	"	97.9	"	Pass
7	11	31/01/15	108+575 - 108+675	108+620	C/Way	1st	2.234	5.0	"	"	98.5	"	Pass
8	12	"	108+675 - 108+800	108+736	"	"	2.229	5.6	"	"	98.3	"	Pass
9	13	"	113+850 - 114+050	113+975	"	"	2.143	5.8	"	"	94.5	"	Fail
10	14	"	114+050 - 114+219	114+100	"	"	2.168	5.9	"	"	95.6	"	Fail
11	15	"	108+850 - 109+00	108+875	"	"	2.239	6.5	"	"	98.7	"	Pass

Note: FDT No. 13 & 14 will be tested after rework

## MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section- 4 QUETTA CHAMAN)

### EMBAKMENT/SUBGRADE QUALITY TESTS REPORT

S No	S.No	Lab No	Date	Description	Location (km)	Station	Layer	Sieve analysis						MDD (g/cc)	OMC %	CBR% at		Plastic Index	Remarks	
								2"	1"	3/8"	# 4	# 10	# 40			# 200	1"			Swell%
1	1	5	25/01/15	Link Road		60+017	1st	97.3	85.0	78.2	54	36.2	18	12.7	2.24	7.4	-	-	4.7	

### MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section- 4 QUETTA CHAMAN)

#### EMBANKMENT/SUBGRADE MATERIAL FIELD DENSITY TESTS REPORT

S No	Lab No.	Date	Description	Location (km)	Station km	Layer	F.D.D (gm/cc)	M.C %	M.D.D (gm/cc)	OMC %	Achieved Compaction %	Required Compaction%	Remarks
1	34	8/1/2015	Emb/Link Road	--	60+017	1st	2.169	6.0	2.245	7.4	96.6	95	Pass
2	35	"	"	--	60+625	3rd	2.145	6.7	"	"	95.3	"	Pass
3	36	15/01/15	NGC/Link Road L/S	--	63+445	--	2.069	6.7	2.245	"	92.2	90	Pass
4	37	"	NGC/Link Road R/S	--	63+515	--	2.083	6.9	"	"	92.8	"	Pass
5	38	"	NGC/Link Road L/S	--	62+955	--	2.09	6.6	"	"	93.1	"	Pass
6	39	"	NGC/Link Road L/S	--	67+050	--	2.095	6.8	"	"	93.3	"	Pass
7	40	18/01/15	NGC/Link Road L/S	--	60+112	--	2.146	6.3	"	"	95.6	95	Pass
8	41	"	Emb/Link Road L/S	--	62+955	1st	2.144	6.8	"	"	95.5	"	Pass
9	42	"	Emb/Link Road L/S	--	67+050	1st	2.041	7.0	"	"	90.9	90	Pass
10	43	27/01/15	Emb/Link Road R/S	--	60+625	6th	2.161	6.0	2.240	7.4	96.5	95	Pass
11	44	"	"	--	59+889	2nd	2.132	"	"	"	95.2	"	Pass
12	45	28/01/15	NGC/Link Road L/S	--	65+055	-	2.130	7.0	"	"	95.1	"	Pass
13	46	"	"	--	65+825	-	2.137	7.2	"	"	95.4	"	Pass
14	47	31/01/15	"	--	69+522	-	2.142	5.4	"	"	95.6	"	Pass
15	48	"	"	--	69+350	-	2.130	5.6	"	"	95.1	95	Pass
16	49	"	Emb/Link Road R/S	--	60+625	7th	2.065	5.0	"	"	92.2	95	Fail
17	50	"	Emb/Link Road L/S	--	61.775	3rd	2.153	5.3	"	"	96.1	95	Pass
18	51	"	Emb/Link Road R/S	--	59+889	3rd	2.161	5.5	"	"	96.5	95	Pass

Note FDT No. 49 will be tested after rework

**MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section- 4 QUETTA CHAMAN)****SUMMARY OF CONCRETE COMPRESSIVE STRENGTH**

S No	Casting Date	Class	Part of Structure	Location	Slump (mm)	Mix Temp	Air Temp	Area (cm <sup>2</sup> )	Date of 7 days	Dial Reading (kN)	Strength (kg/cm <sup>2</sup> )	Avg Strength (kg/cm <sup>2</sup> )	28 days Date	Dial Reading (kN)	Strength (kg/cm <sup>2</sup> )	Avg Strength (kg/cm <sup>2</sup> )	Required Strength (kg/cm <sup>2</sup> )	REMARKS
18/A	8/12/2014	A1	Unit No.1 Wall No.2	68+450	73				15-12-14	295.9	165.4	165.2						
18/B	"	"	"	"	"				"	304.1	170.0							
18/C	"	"	"	"	"				"	286.7	160.3							
18/D	"	"	"	"	"								5/1/2015	445	249	244	210	
18/E	"	"	"	"	"								"	440	246			
18/F	"	"	"	"	"								"	444	248			
19/A	13/12/14	"	TOE WALL	107+775	70				20/12/14	296.7	165.9	165.3						
19/B	"	"	L/S	"	"				"	300.9	168.2							
19/C	"	"	"	"	"				"	289.5	161.8							
19/D	"	"	"	"	"								10/1/2015	493	245	246	210	
19/E	"	"	"	"	"								"	449	251			
19/F	"	"	"	"	"								"	431	241			
20/A	18/12/14	A1	Top slab of drain	60+305--60+350	72				25/12/14	315	176	181						
20/B	"	"	"	"	"				"	320	179							
20/C	"	"	"	"	"				"	335	187							
20/D	"	"	"	"	"								16/1/15	460	257	257	210	
20/E	"	"	"	"	"								"	450	252			
20/F	"	"	"	"	"								"	467	261			
21/A	20/12/14	B	PIPE CULVERT ,Bed	108+204	72	14	18		27/12/14	241	135	139						
21/B	"	"	"	"	"				"	248	139							
21/C	"	"	"	"	"				"	256	143							
21/D	"	"	"	"	"								17/1/15	349	195	192	170	
21/E	"	"	"	"	"								"	351	196			
21/F	"	"	"	"	"								"	331	185			
22/A	24/12/14	LEAN	CULVERT ,Bed	68+900	-	22	17		31/12/14	157	88	84						
22/B	"	"	"	"	-				"	136	76							
22/C	"	"	"	"	-				"	157	88							
22/D	"	"	"	"	-								21-1-15	225	126	123	100	
22/E	"	"	"	"	-								"	218	122			
22/F	"	"	"	"	-								"	214	120			
23/A	12/1/2015	A1	CULVERT Wall	68+450	70	19	21		19-1-15	277	154.8	153.1						
23/B	"	"	"	"						280	156.5							
23/C	"	"	"	"						265	148.1							
23/D	"	"	"	"									9/2/2015					
23/E	"	"	"	"									"					

23/F	"	"	"	"									"					
24/A	17/01/2015	A1	Top slab of drain R/S	60+800 - 60+830	72	20	19		24-1-15	283	158	156						
24/B	"	"	"	60+500 - 60+545	73				"	276	154							
24/C	"	"	"	"					"	280	157							
24/F	"	"	"	"									14-2-15					
24/E	"	"	"	"														
24/F	"	"	"	"														
25/A	20-1-2015	A1	Top slab of drain R/S	59+935 - 59+975	70	18	14		27-1-15	279	156	154						
25/B	"	"	"	"	"	"	"		"	260	145							
25/C	"	"	"	"	"	"	"		"	286	160							
25/D	"	"	"	"	"	"	"						17-02-15					
25/E	"	"	"	"	"	"	"											
25/F	"	"	"	"	"	"	"											

## MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section- 4 QUETTA CHAMAN)

### AGGREGATE QUALITY TESTS FOR CONCRETE REPORT

T.N o	Date	Location (km)	Description	Type of Agg	Sieve analysis		C/Aggregate						F/Aggregate									F-M	Remark
					2"	1-1/2"	1"	3/4"	3/8"	# 4	# 8	3/8"	# 4	# 8	# 16	#30	# 50	# 100	#200				
Specification Limits					-	-	100	90/100	20/55	0/10	0/5	100	95/100	80/100	45/85	25/60	10-3	2-10	0-3	2.3/3.1			
43	16-1-15	60+500 - 60+545	Drain Top Slab	C/A 3/4"				100	4.4	0.2													
44	"	60+800 - 60+830	"	C/A 1/2"					72.6	15.9	1.6												
45	"	Blend of 43 & 44		Blend				100	38.5	8.1	0.8												
46	"	"	"	F/A								100	95.6	87.6	64.0	49.4	23.1	7.8	2.8	2.7			
47	19-1-15	59+935 - 59+975 R/S	Drain Top Slab	C/A 3/4"				100	5.6	0.6													
48	"	"	"	C/A 1/2"					70.9	15.4	1.5												
49	"	Blend of 47 & 48		Blend				100	38.3	8.0	0.8												
50	"	"	"	F/A								100	94.8	88.0	65.6	48.9	24.2	7.7	3.2	2.7			
51	19-1-15	61+650	Mortar Sand	F/A								100	100	99.7	99.2	95.2	82.5	37.1	15.4		Fail (Ref:51 /A)		
52	24-1-15	65+612	Rip Rap Grouting	F/A								100	100	100	99.1	82.0	40.4	40.5	7.5		Fail (Ref:52 /A)		
53	24-1-15	61+160 R/S	Mortar Sand	F/A								100	99.1	97.5	94.3	76.1	73.4	14.3	5.2		Fail (Ref:53 /A)		
54	27-1-15	87+857	Culvert Extension R/S	C/A				93.1	45.9	9.4	3.3												
55	"	"	"	F/A								100	95.0	88.9	67.0	49.5	24.6	7.8	2.9	2.7			
56	28-1-15	61+010 - 61+040	Drain Top Slab R/S	C/A 3/4"				93.6	4.3	0.6													
57	"	"	"	C/A 1/2"				100	76.6	16.6	1.7												
58	"	Blend of 56 & 57		Blend				96.8	40.5	8.6													
59	28-1-15	"	"	F/A								100	98.6	98.1	64.3	44.0	27.3	8.2	3.3	2.6			
51/ A	31-1-15	61+650	Mortar Sand	F/A								100	99.3	98.4	88.6	70.8	28.8	11.8	3.3				
52/ A	"	65+612	Rip Rap Grouting	F/A								100	100	98.9	92.9	74.4	33.8	14.4	4.4				
53/ A	"	61+160 R/S	Mortar Sand	F/A								100	100	97.5	91.6	73.4	31.8	13	3.9				

**MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section- 4 QUETTA CHAMAN)****ABSORPTION AND COMPRESSIVE STRENGTH OF BRICK**

S.No	Date	Mark	Location	Dry WT (gm)	SSD WT (gm)	ABSR %	Avg ABSR	Length (cm)	Width (cm)	Area cm <sup>2</sup>	Load (kn)	Strength kg/cm <sup>2</sup>	Avg
1	12/1/2015	NSR	61+140 - 61+175 R/S	2668	3124.6	17.1	—	—	—	—	—	—	—
2	"	"	Drain	—	—	—	—	22.3	10.7	238.61	412.0	176.1	182
3	"	"	"	—	—	—	—	22.6	10.6	239.56	436.8	186.0	
4	"	"	"	—	—	—	—	22.3	10.4	231.92	418	183.8	
5	15/1/2015	NSR	72+450 - 72+600 L/S	2788	3262	17.0	17.2	—	—	—	—	—	
6	"	"	Drain	2619	3073	17.3		—	—	—	—	—	
7	"	"	"	—	—	—	—	22.2	11.1	246.42	337	139.5	169
8	"	"	"	—	—	—	—	22.0	11.0	252.0	415	175.0	
9	"	"	"	—	—	—	—	22.3	11.0	245.3	422	175.5	
10	"	"	"	—	—	—	—	22.0	11.0	242.0	430	181.2	
11	"	"	"	—	—	—	—	22.1	10.9	240.89	411	174.0	
12	28/1/2015	NSR	72+500	2786	3251	16.7	16.3	—	—	—	—	—	
13	"	"	Drain	2780.5	3225.3	16		—	—	—	—	—	
14	"	"	"	—	—	—	—	22.2	10.6	235.32	454	196.8	189.3
15	"	"	"	—	—	—	—	22.2	10.6	235.32	417	180.7	
16	"	"	"	—	—	—	—	21.8	10.3	224.54	433	196.7	
17	"	"	"	—	—	—	—	22.0	10.4	228.8	410	182.8	



**MONTHLY SUMMARY FOR THE MONTH OF JANUARY-2015 (Section- 4 QUETTA CHAMAN)****RIP RAP QUALITY TEST REPORT**

S.No	Date	Location		Dry WT (gm)	SSD WT (gm)	WT in Water (gm)	Gsb (oven dry basis)	Gsb (SSD)	Apparent Specific Gravity	Absorption %	LA %
1	1/1/2015	76+315 B/S		5864	5902.7	3691.5	2.652	2.669	2.669	0.66	18.2
	"	"		6016	6054.5	3789.4	2.656	2.673	2.702	0.64	
			Avg	--	--	--	2.654	2.671	2.701	0.65	
2	3/1/2015	73+950 B/S		7690	7741	4830	2.642	2.659	2.689	0.66	
	"	"		7940	7994	5008	2.659	2.677	2.708	0.68	
			Avg	--	--	--	2.650	2.668	2.700	0.67	
3	3/1/2015	74+565 B/S		6870	6915	4329	2.657	2.674	2.704	0.65	17.0
				8230	8285	5185	2.654	2.673	2.703	0.67	
			Avg	--	--	--	2.656	2.674	2.704	0.66	
4	11/1/2015	74+357 B/S		8696	8754.3	5472.8	2.650	2.668	2.698	0.67	18.8
				7726	7776.2	4868.4	2.657	2.674	2.704	0.65	
			Avg	--	--	--	2.654	2.671	2.701	0.66	
5	15/1/2015	74+680 B/S		8095	8150.9	5106.5	2.659	2.677	2.709	0.690	
				7956	8008.5	5008.5	2.652	2.670	2.699	0.66	
			Avg	--	--	--	2.656	2.674	2.704	0.68	
6	15/1/2015	76+125 B/S		7790	7840.6	4902.1	2.651	2.668	2.697	0.65	18.5
				7896	7948.9	4977.1	2.657	2.675	2.705	0.67	
			Avg	--	--	--	2.654	2.672	2.701	0.66	

## **2.4 ENVIRONMENTAL COMPLIANCE**

- The M&E consultants continued to liaise with relevant stakeholders about environmental, compliance and other concerns relating to the strengthening / improvement of the vital national traffic corridor.
- FWO was advised for demonstrating good environmental practice in conformity with the construction environmental management plan.
- FWO was advised to use Personal Protective Equipments for safety of staff at site.
- Though dust pollution was being controlled on some places, FWO was advised to give more emphasis on regular sprinkling of water on dusty road in entire section of Khojak Pass.
- Environmental Monitoring Report is attached as Annex-II.

## **2.5 SECURITY SITUATION**

Security Situation report is attached as Annex-III.

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## **ANNEXURES**

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## **ANNEXURE-I**

### **M&E Staff**

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## M&E STAFF

The following members of the M&E Team were involved at various activities of the project progressed. Other staff members will be mobilized according to demand of work load.

### PROJECT MANAGER OFFICE – STAFF DEPLOYMENT

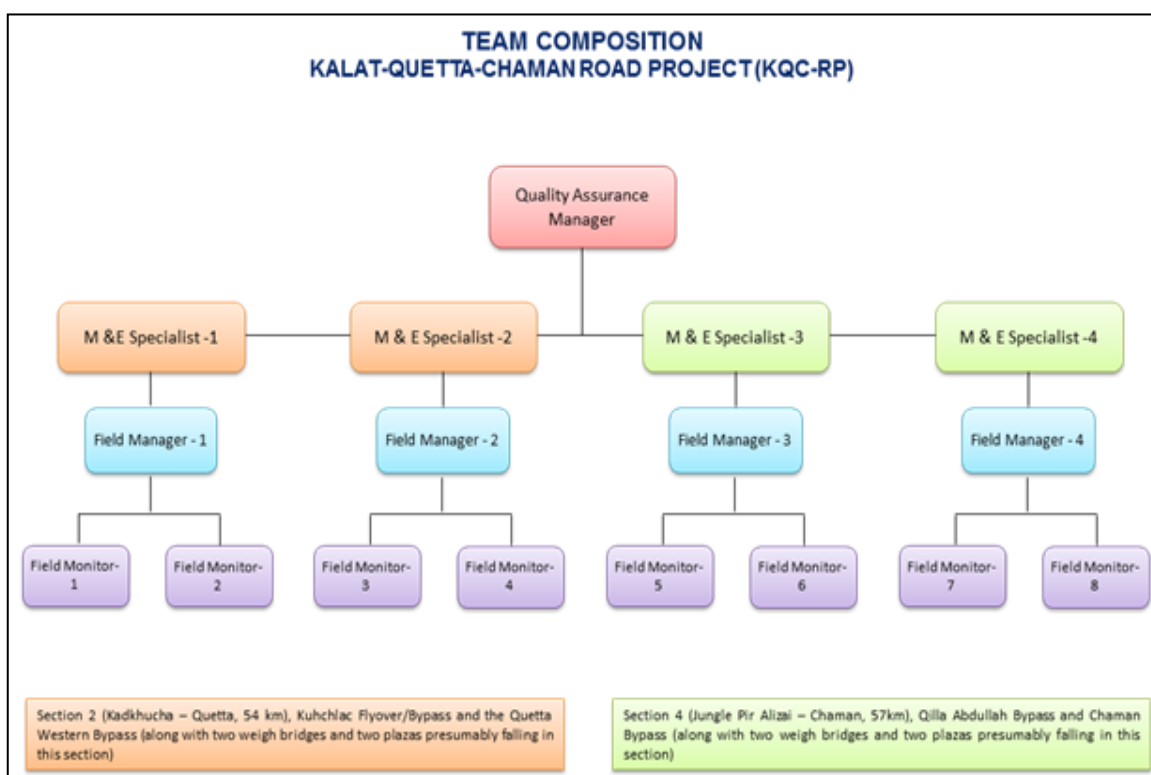
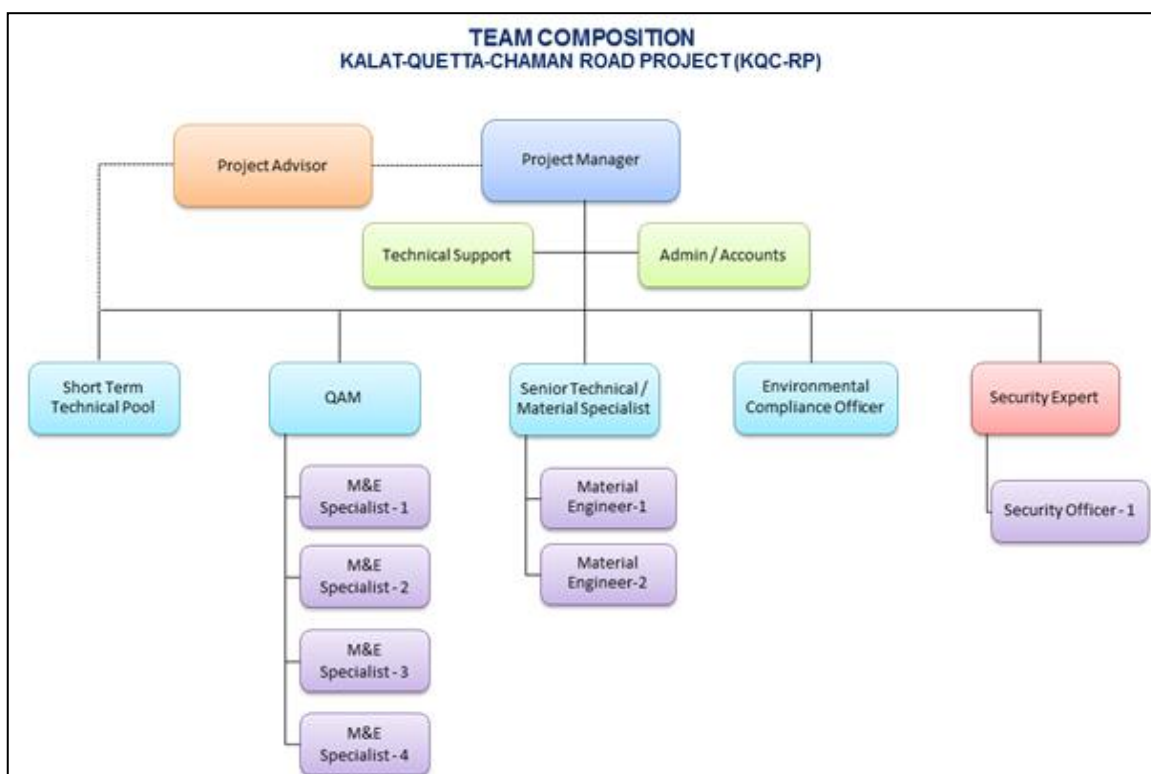
S. No	Name	Designation
1	Saleem Raza	Project Manager
2	Mohammad Aamer Khan	Provincial Coordinator
3	Saeed Rehman	Quality Assurance Manager
4	Gul Muhammad Khoso	Environmental Compliance Officer
5	Qazi Amanullah	M&E Specialist
6	Muhammad Kaleem	M&E Specialist
7	Inayat ullah Shah	Field Manager
8	Nadeem Amir	Office Engineer
9	Saqib Sarwar	Field Manager
10	Muhammad Ashraf	Field Monitor
11	Abid Iqbal	Field Monitor
12	Shahid Jan	Field Monitor
13	Naeem Jan	Senior Surveyor
14	Asad Ayub	Auto Cad Operator
15	Capt. (R) Farid-ud-din	Security Expert / Advisor
16	Major (R) Shahid Tanvir	Security Officer
17	Zahir Gul	Manager Admin/ Finance
18	Syed Abdullah Shah	Accountant
19	Matloob Hussain	Admin Officer
20	Muhammad Sohail	IT Officer
21	Mustafa Ali	Assistant Accountant
22	Fakhar Ahmad	Receptionist
23	Asmatullah	Admin Assistant
24	Muhammad Zahoor	Quantity Surveyor
25	Kamran Saddique	Computer Operator

**LABORATORY STAFF**

<b>S. No.</b>	<b>Name</b>	<b>Designation</b>
1	Masood Ahmed	Material Specialist
2	Aurangzeb	Material Engineer
3	Niaz Ahmed	Senior Lab Technician
4	Ather Hussain	Senior Lab Technician
5	Muhammad Ajmal	Lab-Technician
6	Nadeem Ahmed	Lab Assistant
7	Muhammad Imran	Lab Assistant

**PESHAWAR BASED STAFF**

<b>S. No.</b>	<b>Name</b>	<b>Designation</b>	
1	Nasir-ul-Mulk	Project Advisor	Intermittent
2	Muhammad Ishaq	Technical Specialist Cat-1 (Chief Structure Engineer)	
3	Tahir Kamran	Senior Technical Specialist	Full time
4	Abid-ul-Haq	Quantity Surveyor	
5	Waqas Ali	Jr. CAD Operator	





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## **ANNEXURE-II**

### **ENVIRONMENTAL MONITORING REPORT**

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## Environmental Monitoring

**Environmental Compliance Officer:**

Gul Mohammad Khoso

**Dates of Visit:**

05/01/2015, 08/01/2015,  
17/01/2015, 26/01/2015 and  
29/01/2015

**Persons Consulted at Site:**

Mr. Mohsin Khan,  
Environmental Engineer FWO  
Capt. Ammar, FWO  
Mr. Rafiq ur Rehman, Inspector  
EGC  
Mr. Sajid Hussain, Chief  
Surveyor FWO  
Mr. Muhammad Naveed,  
Supervisor FWO  
Mr. . Mohammad Bashir,  
Supervisor FWO

**Work Status:**

- Work in progress
- Work Stopped
- Work Completed

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## **Kalat Quetta Chaman Road Project Section 2 & 4**

### **Monthly Environment Monitoring Report No. 3**

This is the monthly monitoring report for the project of Kalat-Quetta - Chaman Road. The report mainly presents the Environmental Monitoring for the project from 1<sup>st</sup> January to 31<sup>st</sup> January 2015. The FWO has submitted the water quality and noise level test reports as required under Environmental Mitigation & Monitoring Plan volume – II (Table 3a). The task was assigned to the “Societe General Surveillance” (SGS) Pakistan Environmental Services Private Limited, who carried out the tests during the month of December, 2014. The result of each aspect is discussed below:-

#### **Water Quality**

Ground and surface water quality tests at Shela Bagh water point and Frontier Constabulary (FC) check post, Mastung were carried out as contained in (Table 3a) of EMMP.

#### **Noise Level**

The noise level tests at the locations of sensitive receptors along Section-2 and Section-4 mentioned in Annex – IV of EDF were recorded for vehicular traffic. The noise levels exceeded slightly as compared to the National Environmental Quality Standards. The FWO was advised to carry out the noise level tests at the boundary of noise sensitive receptors for the heavy equipment and machineries as given in EDF (Annex V) and also suggested in the EMMP (Volume II).

#### **Air Quality**

The air quality tests have not been carried out by FWO as yet. The FWO was directed to carry out the air quality tests as required in EMMP (Table 3a).

**Environmental Monitoring Check List**

Environmental monitoring check list for the site (section-2 & section-4) is discussed in the following table:-

<b>Environmental Monitoring Check List for the Site</b> EMPR NO.03 January, 2015		
<b><i>Activity</i></b>	<b><i>Monitoring Indicators</i></b>	<b><i>Observations</i></b>
Material storage, handling and use	Dust pollution and sedimentation loading	<p>During site visit, loaded vehicles/dumpers were found without proper cover to prevent spillage (Refer to plate #1). Among the FWO sub-contractors, protocol compliance on proper handling of construction material was found missing during side drains, culverts and retaining walls construction. FWO staff was advised to take appropriate measures for covering the loaded vehicles and proper handling/positioning of material especially in urban areas of the road (Refer to plate # 2).</p> <p>The installation work of emission control device in the asphalt plant at Shela Bagh was found in progress (See plate # 3). The issue of excessive dust emission though asphalt plant was highlighted from time to time by the “AGES”.</p>

<b>Environmental Monitoring Check List for the Site</b>		
<b><i>Activity</i></b>	<b><i>Monitoring Indicators</i></b>	<b><i>Observations</i></b>
Excavation, cutting and filling	Soil erosion & stability and surface water contamination.	<p>The excavation process continued in section-2 and section-4 of the road. The rock cutting for the purpose of road widening was carried out in re-aligned portion at RD 2+775-section-4 (Refer to plate #4).</p> <p>The excavation of side drain from RD 79+629 to RD 79+760 in Section-2 was carried out. During the site visit, the sprinkling of water on some places of dusty road on Khojak pass was observed (Refer to plates# 5&amp;6). But there is still need to sprinkle the water in entire Khojak pass area of the road to control the dust pollution.</p>

### **ADVICE TO NHA / FWO FOR THE WORK PLAN OF NEXT MONTH**

The following proposed construction works to be carried out in the month of February 2015, will have potential environmental impacts:-

1. The excavation for side drain in section-2.
2. The slope cutting of shoulders in section-2.
3. Embankment work in section-2.
4. Sub base in section-4.
5. Construction of culverts in section-2 and section-4.
6. Construction of side drains in section-2 and section-4.
7. Construction of retaining walls in section-4.
8. Rock cutting for widening of road in section-4.
9. Construction of access/link roads in section-2 and section-4.

The FWO has been advised to comply with the mitigation measures such as;

- i) Proper material handling.
- ii) Traffic control & management.
- iii) Provision of PPEs to the labor / workers during construction activities.
- iv) Provision of ambulance and first aid facilities at construction activity sites.
- v) Sprinkling of water on temporary access roads and dusty road in Khojak Pass area.

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## **PICTORIAL ENVIRONMENTAL DATA SHEET**

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Plate# 1 Dated 29.01.2015, RD 87+800 Section-4  
Loaded Dumper needs to be covered to prevent spillage



Plate# 2 Dated 29.01.2015, RD 72+625  
Section-4, Construction Material needs proper placement



Plate# 3 Dated 08.01.2015 Dust Collector under  
process of installation at Asphalt Plant, Shela Bagh



Plate# 4 Dated 08.01.2015 RD 2+775  
Section-4, Cutting of rock for widening of  
road in re-aligned portion. The Ambulance  
facility provided at site.



Plate# 5 Dated 29.01.2015 RD 87+800 Section-4,  
Sprinkling of water in process to control the Dust  
Pollution.



Plate # 6 Dated 08.01.2015 RD 98+100  
Section-4, another view of sprinkling of water  
In Khojak pass area of the road.

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## **ANNEXURE-III**

### **SECURITY REPORT**

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## Security Situation

### MONTHLY SECURITY REPORT- JAN 2015

1. **General.** After the Peshawar Incident in which the Terrorists carried out ruthless massacre the Security Forces had launched a massive operation in Tribal as well as Urban areas. This has resulted partial hibernation of terrorist organizations and their activities have been installed to some extent. It is perceived that this could be a temporary phase and in near future the terrorist may strike back more violently. However notwithstanding the overall security situation in Pakistan, the AGES Employee are much comfortable while operating in the area of project.
2. **Incidents Occurred During Current Month**
  - a. **Quetta- Chamman Axis**
    - (1) On 07 Jan 2015, Security Forces carried out a search operation in surrounding area of Chamman and arrested a Terrorist Commander along with five other belonging to a banned organization. They were moved to unknown place for interrogation.
    - (2) On 10 Jan 2015, two dead bodies were found near Pishin . The deceased were badly tortured to death.
    - (3) On 23 Jan 2015, some unknown miscreants snatched a car from a person named Haji Abdul Haleem near Killa Abdullah. They also manhandled and on resistance injured him by firing. No arrest reported.
    - (4) On 30 Jan 2015, the Security Forces carried out an operation in Gulistan and recovered a large cache of arms and ammunition. Four persons have been arrested.
  - b. **Quetta- Kalat Axis**
    - (1) On 07 Jan 2015, Security Forces carried out a search operation in area Mastung and exchange of fire took place between Security Forces and the miscreants. Resultantly one security person died. Two miscreants arrested and taken to Police Station for interrogation.
    - (2) On 16 Jan 2015, Some unknown miscreant kidnapped driver of District Police Officer Mastung and taken along. No arrest reported.
    - (3) On 17 Jan 2015, the terrorist exploded a remote control bomb near Neymuragh a place near Kalat. The bomb was planted on roadside. Three persons sustained injuries and a vehicle was destroyed. No arrest reported.
    - (4) On 28 Jan 2015, some unknown miscreants set a passenger Coach on fire near Khuzdar.
  - c. **Quetta City**
    - (1) On 04 Jan 2015, some unknown miscreant targeted Mr Munir Ahmed on Saryab Road and killed him. No arrest reported.
    - (2) On 07 Jan 2015, Security Forces along with the Police carried out a search operation in Pushtoon Abad Quetta and arrested 12x Afghan National. They were taken to unknown place for interrogation.

- (3) On 09 Jan 2015, a bomb exploded on Prince Road during rush hours resulting death of 05xPersons while injuring several. The bomb was planted in a Cycle. No arrest reported.
  - (4) On 09 Jan 2015, some unknown miscreants threw hand Grenade on the house of Mr Muhammad Akbar, Asst Estate Office located in Wahdat Colony and vanished. No loss reported.
  - (5) On 12 Jan 2015, the Security Forces carried out a search operation in Hazar Ghanji Area basing on confirmed intelligence report and arrested 01xSuicidal Bomber and Three Taliban including one commander. One suicidal Jacket, large quantity of explosive and cache of arms /ammunition recovered. The terrorist were taken to unknown place for further interrogation.
  - (6) On 17 Jan 2015, two persons were kidnapped who were travelling in a bus coming from Taftan. The terrorist segregated them from rest of the passenger and took them along. No arrest reported.
3. **Advisory Issued to AGES- KQC (RP) Employees.** A Security Briefing was arranged for complete Field Staff and Security SOPs /Instructions were reviewed. All Field Staff have been advised to strictly follow the SOPs with more letter and spirit.

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## **ANNEXURE-IV**

### **MINUTES OF MEETING**

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## Minutes of Meeting 16.01.2015



Saleem Raza 1/24/2015 Documents

To: member.wz@gmail.com, KQC Project N25

Cc: azizages@gmail.com, Saeed Rehman, nasirulmulk@yahoo.com, Tahir Kamran, ishaqkhan74@yahoo.com, qaziamanullah.46@gmail.com, kaleemmnasir@gmail.com, g...



1 attachment (50.1 KB)

Outlook.com [Active View](#)



[Download as zip](#) [Save to OneDrive](#)

Dear Sir,

Kindly find enclosed *Minutes of Meeting* held on 16.01.2015 in the office of AGES at Quetta for further action please.

Regards

Saleem Raza

Project Manager AGES

KQC Road Project

.022210001272

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## **MINUTES OF MEETING**

**Date:** 16.01.2015.

**Venue:** AGES Office Quetta

Meeting was held on 16<sup>th</sup> January, 2015 in the office of AGES at Quetta.

### **PARTICIPANTS**

1. Mr. Saleem Raza	PM KQC Project.
2. Mr. Saeed Rehman	QAM KQC Project.
3. Lt Col Syed Zeshan Wali	PM FWO.
4. Mr. Ramesh Raja	PD NHA.
5. Mr. Muhammad Kalim Nasir	M&E Expert SEC-2.
6. Qazi Amanullah	M&E Expert SEC-4.
7. Mr. Gul Muhammad Khoso	ECO.
8. Mr. Masood Ahmed.	Material Specialist.
9. Maj (R) Shahid Tanveer	Security Office.
10. Mr. Zahir Gul.	Manager A/F.
11. Mr. Nadeem Aamir	Office Engineer.
12. Mr. Aurangzeb.	Material Engineer.

### **AGENDA**

- Project Coordination.
- Progress review and issues.
- Any other important point.

### **PROCEEDINGS**

- Meeting started with recitation from the Holy Quran. After Recitation and introduction, Project Manager welcomed the participants and shared overview of the ongoing activities, problems and issues of the project with the participants
- Mr. Saleem Raza PM AGES informed the house that there is vast difference in progress data of AGES and FWO.



PM FWO responded that we compile the progress with some cushion to remain on safe side.

- PM AGES also raised the issue of right of way in Pringabad area of Section – 2 which is the main cause of stoppage of work in the section.

PM FWO mentioned that Major asphalt contractor Mr. Nizam Baloch was injured in bullet firing is main cause of of slow progress in the section although FWO already conducted some meetings with the contractor and the issue will soon be resolved.

- Mr. Saleem Raza expresses the need of asphalt plant to be set up in Luck pass area to save the time. And pringabad area should be made open to traffic as soon as possible.

PM FWO responded that cash flow is the one of the major reason of slow progress, our actual work done is higher than the payments received by FWO. Mr. Ramesh Raja PD NHA added that all MB after endorsement by the Member Engineering Coordination and account section were send it to USAID on 19<sup>th</sup> December, 2014.

- Mr. Saleem Raza made it clear to FWO that all claimed Milestones should be complete in all respect for IPC clearance especially Earthen dowsls and approach roads

Mr. Ramesh Raja responded that all approach roads will be counted at the end of project and that will be the final numbers.

- Mr. Saleem Raza criticized on the riding quality of work which was done before arrival AGES and according to contract agreement FWO is responsible for rectification of poor quality old work.

PD NHA clarify the matter by explaining that there is not a single meter in Section 2 and 4 which were not touched by FWO and NHA inspection team will check the overall quality of work and will submit a report for rectification of poor quality work.

- PM AGES mentioned that NHA is not sharing Drawings/Designs officially.

PD NHA responded that all Design and Drawings are sharing with all stakeholders although to remove any deficiency a check list will be develop and all remaining drawing and designs will be shared soon.

- Mr. Saleem Raza pointed out that there is lot of difference between inventories and on site quantities.

Mr. Ramesh Raja admitted that there is some variations on inventories and on site work and we are working on it, he also requested that these type of variations should be highlighted by all the stakeholders to resolve the problem.

- PM AGES raised the issue of Wing walls and Retaining walls in Section – 2 which are not in accordance to Drawing and BOQ and approval of these changes of design should be shared with approval of NHA.

PD NHA mentioned that FWO after verification from EGC is bound to submit all these drawings to NHA for approval.

- Mr. Saleem Raza pointed out the issue of rigid pavement in Section – 4

PD NHA informed that this issue is already raised in the concern ministry and will be resolved soon and also will also be discussed in the coming visit of USAID team.

- PM AGES pointed out the issue of decision of Bridges and multi cell culverts.

PM FWO assured that decision of Multi cell culverts is finalized and Drawing / Design will be shared soon.

- Mr. Saleem Raza PM AGES raised the Environmental compliance issue in Khojak pass area. Mr. Gul Muhammad Khoso ECO AGES also added that environmental conditions are deprived as compare to the last month, rock cutting waste disposal in Section – 4 is not proper which is resulting in bed environmental conditions.
- PM FWO responded that due to draught condition availability of water was less but now conditions are improved.
- Mr. Gul Muhammad Khoso also informed the house that during quarter ending 31<sup>st</sup> December it was observed that child labor are being used by the sun contractor in section – 4.

PM FWO assured that matter will be deal strictly and no child labor will be used in future.

PM was grateful to the participants for their input which would prove beneficial and meeting ended with note of thanks from the Chair.

## **Record note of meeting**

Progress Review Meeting of Kalat Quetta Chaman Road Project was held on 19th January, 2015 at FWO 492 Engineer Group Office, Quetta Cantt under the chairman ship of Brig. Rahimuddin Ahmed Farooqi.

The following attended the meeting:

1. Muhammad Ilyas Afzal	Member NHA Balochistan
2. Mr. Shahid Khan	General Manager NHA
3. Mr. Ramesh Raja	PD NHA
4. Mr. Farhat Ali Shah Banori	COR USAID
5. Mr. Jalil Rehman	Engineer USAID
6. Mr. Dawood Khan	M&E Specialist USAID
7. Mr. Ayub Khan	Admin Officer USAID
8. Mr. Azizul Haque	AGES Partner
9. Mr. Nasirul Mulk	Project Advisor
10. Mr. Tahir Kamran	Senior Technical Specialist
11. Mr. Ishaque	Senior Technical Specialist Cat-1
12. Mr. Saleem Raza	PM KQC Road Project
13. Rana Muhammad Aamer Khan	Provincial Coordinator / Chairman - RHC
14. Mr. Saeed Rehman	QAM KQC Road Project
15. Lt Col Syed Zeeshan Wali	PM FWO.
16. Lt Col. Syed Hassan Abbas Zaidi	AA&QMG
17. Mr. Naveed Haider	Project Coordinator EGC
18. Mr. Mohammed Akmal	CQS(FWO)
19. Gul Syed	PM EGC

## **AGENDA**

- Project Briefing
- Progress review and related issues.
- Any other important point.

## **PROCEEDINGS**

- Meeting started with Welcome from the chair and asked PM FWO to proceed with the detailed briefing/presentation.
- PM FWO highlighted the project economic significance, social importance, current status of ongoing site activities, physical and financial progress achieved challenges ahead and FWO commitment

to this important life line of the country. He also informed that work is in progress on Khadkoocha-Quetta section and Jangle Pir Alizai-Chaman section of the project and a financial progress of 30% had already been achieved and elapsed time is 40%.

- ROW issues in Section 2 (Km88+600 to Km89+300) and in Section 4 (Km111+950 to Km113+740) were mentioned by PM FWO. PD NHA informed that ROW issue in Section 2 stands resolved while in Section 4, 1.7Km (From Km 111+900 to Km113+600) is still to be sorted out and efforts are underway with the authorities concerned.
- PM FWO indicated the hurdles being created due to Relocation of utility services. GM and PD NHA assured measures would be taken to resolve the issue.
- PM FWO desired early resolution of design of Bridge at KM 79+500. He elaborated that design submitted by EGC is not feasible and uneconomical to build and requested NHA to provide the design as initially no design has been shared with FWO. After detailed discussion PD NHA committed to provide bridge design to FWO within one month time.
- PM FWO shared his concerns regarding milestones breakup as most of the activities are based on 5 km (single stretch) completed which is not realistic. Cutting is clubbed with earthen dowels, ramp roads, side slope and side toe. Payment of ABC of carriageway is linked with completion of ABC shoulders. Bridge is clubbed with 15 causeways and similarly Retaining wall, toe wall and side drains are clubbed in one milestone. He added that work done to the tune of amounting Rs1858 millions has been completed out of which only Rs. 606.081 million was paid as pre construction cost. Mature liability is Rs 1252 million. He emphasized that smooth cash flow is lifeline of successful completion of any construction project. He suggested that milestone may be based on 1 Km instead of 5 km (single stretch) and activities which are completed at the end of Asphaltic courses (Earthen dowels and Link roads) may be treated as separate milestones. Farhat Banori COR USAID explained that Milestones were framed after deliberations with all stake holders and re-arrangement of milestones is not advisable at this stage. He directed AGES consultant to share their working for completed milestones as per PIL with FWO for facilitation purposes. He advised NHA for early processing of IPC 2 and fulfill all codal formalities according to PIL within stipulated period as per agreement. He further added that at least two week time is also

required for their internal review and verification/certification by M & E consultant.

- PM FWO requested an early decision about change of Flexible Pavement to Rigid Pavement on Khojak Pass due to high gradient, sharp curves, heavy snowfall, weak sub grade soil and heavy traffic volume. COR USAID asked for one week time for further consultation with in USAID. He also directed that formal request shall be submitted to USAID in this regard with solid justification by NHA.USAID team also showed their concerns on status of additional works and directed NHA to prioritize the components of additional works for remaining amount out of total committed fund of US\$ 90 million.
- PM FWO highlighted that FWO is executing the left over works on both sections, therefore, FWO cannot be responsible for Riding quality of already executed work and Major defects in previous executed work and was of the view and supported By Col ® Imtiaz (GM Planning FWO) that any rectification to Major defects in previous executed work is not the part of their agreement and will be claimed. After detail discussion it was concluded that FWO and NHA will jointly identify and quantify defective works and it's rectification as per agreement signed between NHA and FWO.
- Lt.Col® Imtiaz suggested construction of Weigh Bridges to control overloading.GM NHA seconded the view and EGC was asked to prepare plans with proper requirements. NHA will identify the suitable locations for the same.
- GM NHA added that environmental impact such as dust on the diversions and on Khojak Pass is causing great inconvenience to the users. Commander 492 Group agreed to provide Sub grade layer at the earliest to reduce the impact.
- PM AGES praised the role of AGES as Monitoring Consultants and their contribution has resulted improvement in workmanship and quality of work a lot over the period of time. He further added that inherent problem of scarcity of skilled labour in the area requires rational approach by the monitoring consultants.PM AGES added that level of compliance of FWO on defective works is satisfactory.

The meeting ended with a vote of thanks from the Chair.

## **Record note of meeting**

The first USAID progress Review Meeting was held at 930 Am on 19th January, 2015 under the Chairman ship of worthy Member NHA Baluchistan in his office.

The following attended the meeting:

1. Muhammad IlyasAfzal	Member NHA Balochistan
2. Mr.Shahid Khan	General Manger NHA
3. Mr. Ramesh Raja	Project Director NHA
4. Mr.Farhat Ali Shah Banori	Senior Engineer/ COR USAID
5. Mr.JalilRehman	Engineer USAID
6. MrDawoodKhan	M&E Specialist USAID
7. MrAyub Khan	Admin Officer USAID
8. Mr. AzizulHaque	AGES Partner
9. Mr. NasirulMulk	Project Advisor AGES
10.Mr. Tahir Kamran	Senior Technical Specialist AGES
11. Mr. Ishaque	Technical Specialist AGES
12.Mr. SaleemRaza	PM KQC Road Project AGES
13.Rana Muhammad Aamer Khan	Provincial Coordinator / Chairman - RHC
14.Mr. SaeedRehman	QAM KQC Road Project
15.Lt Col Syed ZeeshanWali	PM FWO.
16.Mr.NaveedHaider	Project Coordinator EGC
17.Gul Syed	PM EGC

## **AGENDA**

- Project Briefing
- Progress review and issues.
- Any other important point.

## **PROCEEDINGS**

- Meeting started with Welcome from Member NHA. He directed PD NHA to proceed with briefing of the Project.
- PD NHA informed the participants on project history, its geographical and commercial importance, current status, issues and scheduled completion time.
- PD NHA highlighted the ongoing site activities, physical and financial progress achieved, challenges ahead and NHA commitment to this important life line of the country. He also informed that work is in

progress on Khadkoocha-Quetta section and Jangle Pir Alizai-Chaman section of the project and a financial progress of 30% had already been achieved.

- Regarding Reimbursement request, PD informed that IPC2 is being scrutinized in Account section NHA Headquarter. PM FWO informed that further processing of IPC 2 is linked with provision of valid Tax Exemption Certificate. Mr. Farhat Banori COR USAID advised NHA for early processing of IPC 2 and fulfill all code formalities according to PIL within stipulated period as per agreement. He further added that at least two week time is also required for their internal review and verification/certification by M & E consultant. PD NHA responded that needful will be done.
- PD NHA briefed about ROW issues. He informed that ROW issue in Section 2 is resolved and the contractor has been informed accordingly while efforts are underway to resolve ROW issue of 1.7 Km (From Km 111+900 to Km 113+600) in section 4 with authorities concerned.
- PD NHA highlighted that due to high gradient, sharp curves, heavy snowfall, weak sub grade soil and heavy traffic volume for consideration of Rigid Pavement instead of Flexible Pavement in Khojak Pass. He requested PIL -01 may be amended accordingly. COR USAID took one week time for further consultation with in USAID. He also directed that formal request shall be submitted to USAID in this regard with solid justification by NHA. USAID team also showed their concerns on status of additional works and directed NHA to prioritize the components of additional works for remaining amount out of total committed fund of US\$ 90 million.
- USAID team also made it clear that work executed before mobilization of AGES consultant shall be verified/ certified by NHA. COR USAID added that the quarry approval tests and other documents may be shared with AGES for verification and record.
- PD NHA explained the reasons for delay in design of bridge in Section 4 at Km 79+500. He told that EGC has proposed multicell culvert, which was not acceptable to FWO, it being an expensive option. PD NHA requested FWO to come up with workable design and requested a time frame for that. He told that all designs/drawings are being shared by FWO with AGES. PM AGES advised for their transmittal through NHA. PD NHA responded that all Design and Drawings will be shared through proper channel.



- PD NHA added that environmental impact such as dust on the diversions is being taken care of.

PM, FWO responded that due to draught condition availability of water had become very difficult but efforts are being made to improve the conditions.

- PD praised the role of AGES as Monitoring Consultants and their contribution has resulted improvement in quality of work and their guidance in understanding the Milestones and preparation of IPCs.

The meeting ended with a vote of thanks from the Chair.

## **MINUTES OF MEETING**

Orientation Meeting to develop consensus regarding milestones to be considered for payment was held on 22<sup>nd</sup> January, 2015 at AGES Office, Quetta under the chairman ship of Saleem Raza, Project Manager AGES KQC Project Quetta.

Two sessions were held .The first session was attended by the following:

:

1. Mr. Aziz-ul-Haque	AGES Partner
2. Mr. Nasir-ul-Mulk	Project Advisor AGES
3. Mr. Tahir Kamran	Senior Technical Specialist AGES
4. Mr. Ishaque	Technical Specialist AGES
5. Rana Mohammed Amir	Provincial Coordinator
6. Mr. Saeed Rehman	QAM KQC Road Project
7. Qazi Amanullah	M&E Specialist Section 4
8. Mr. Kaleem Nasir	M&E Specialist Section 2
9. Mr. Saqib Sarwar	Field Manager Section4
10.Mr. Shahid Jan	Field Monitor Section4
11.Mr. Abid Iqbal	Field Monitor Section 4
12.Mr. Mohammed Ashraf	Field Monitor Section2

## **AGENDA**

- Processing of IPC
- Any other Point

## **PROCEEDINGS**

- Meeting started with recitation from Holy Qur'an followed by Welcome from Mr. Saleem Raza, Project Manager KQC Road Project Quetta
- .PM requested Mr. Aziz-ul-Haque to apprise the participants about the purpose of meeting and Mr. Nasir-ul-Mulk about processing of IPC in the light of Milestones set in the PIL.
- Mr. Nasir-ul-mulk gave a background of exercise carried out with Tahir Kamran and field staff about every milestone that can be claimed and certified and those milestones which are not eligible for payment at this stage.
- He pointed out that every milestone has to be completed in all respect
- Milestone pertaining to earth work and scarification includes earthwork, dowels, village roads, side slopes as per drawing/design and specification. In Section 2 no Mile stone has been claimed for this component. In section 4, Milestones 1, 2, 4 and 5 can be claimed Milestone No. 3&9 have been claimed but in all that are claimed or can be claimed are subject to completion

of Village roads ,dowels , side slopes as per drawing/design and specification.

- Milestone of granular sub base and aggregate base course includes the components on the village roads as well. In Section 2 Milestones 1, 2, 3 & 9 have been claimed subject to preceding condition. Milestones 5&10 can also be claimed and likewise in Section 4, Milestones 1&3 have been claimed and Milestones 2&9 can also be claimed.
- For Asphaltic Base Course & Prime coat, Milestones No.1&5 have been claimed in Section 2 Milestones No.2,3&10 can be claimed and in Section 4, Milestone No.3 has been claimed but Mile Stone No.1 can also be claimed
- For D.S.T on shoulders, In Section 2 Milestone No.1, where .7 Km is left, and Milestone No.10 have been claimed subject to condition that the remaining portion completed before next IPC. In Section 4 Mile stone No.1 can be claimed.
- For Tack coat and Asphaltic Concrete for wearing Course, Milestones No.9&10 can be claimed and Milestones No.1&5 have been claimed in Section 2 but there is observation on riding quality which has been conveyed to NHA in Section 4, no Milestone has been claimed.
- Box Culverts can be certified subject to verification of apron and parapet .No Milestone can be certified in both the sections except Milestones No.1, 2 in section 2 where the work was carried out prior to mobilization of AGES team. In Milestone 3 at Km 74+512, Box culvert was substituted with Pipe Culvert .NHA approval is required before certification.
- For Pipe Culverts, Milestones No.9&10 can be claimed in Section 2 .In Section 4, Milestones No.1,4,6, 7 & 9 have been claimed but Milestone No. Milestone No.8 can also be claimed
- For retaining wall/toe wall/side drain, Mile stone no.1 has been claimed and no. other milestone can be claimed due to work not carried out according to specifications. In Section 4, Milestone No.10 can be claimed and Milestones No.1, 4 & 9 have been claimed.
- Mr. Aziz-ul-Haque explained all the Milestones in detail and their certification. He said work completed prior to mobilization of AGES team will be certified by NHA but AGES team can give observation on anything significant. He reiterated that Mile Stone for earth work and scarification includes village roads, side slopes and dowels. For completion of this Milestone, all the components are to be completed as per drawings/design and specifications. Any change in design is required to be approved by NHA and vetted by USAID. If substantially complete, It may be paid conditionally subject to undertaking by FWO for its completion before submission of next IPC. He emphasized that to ease cash flow problem of FWO, they may be facilitated but not at the cost of quality. He underlined the importance of regular visits and desired frequency of field tests to be maintained as per demand of works on site QAP.

After conclusion of first session, Mr. Akmal from FWO was requested to join the meeting. He shared his presentation based on 5 km Milestone clubbed together from different reaches. He was advised to select the reaches in a manner they are from designated 5 Km. Milestone. Thereafter PM FWO Col. Zeeshan Wali came to meeting to discuss the issues related to Milestones and IPCs.

- It was explained to him that as a prerequisite, Source approval Reports from client need to be attached.
- Revised design/drawing of any component carried out as per site requirement needs to be approved by Client and vetted by USAID.
- Foregoing deliberations about Milestones were discussed with him and quality of retaining walls and wing walls in Section 2 was highlighted. His attention was drawn to the point that quality of this component has been discussed time and again and it will hinder the certification of this Milestone.
- PM FWO assured of taking corrective measures and would adhere to requirement of PIL in preparation of IPC

The meeting ended with a vote of thanks from the Chair.

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## **Project Photographs**

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## **USAID Team Site Visit**

### **January 18-22, 2015**

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### Project Briefing at FWO Office Quetta





## Inspection of (Jungle Piralizai to Chaman) Section 4





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## **Khadkocha to Quetta (Section – 2)**

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Excavation of wing wall at km 96+615  
Dated (1-1-15)



Form work of wing wall at Km 98+031  
Dated (1-1-15)



Completed excavation of apron for Box culvert  
at Km 110+37, Dated (5-1-15)



Retaining wall 98+131 to 98+144, Dated (5-1-15)



Lean of apron at Km 110+37, Dated (10-1-15)



Compaction of Back filling at Km 90+680  
(Box culvert), Dated (10-1-15)





Concreting at Km 90+966 of a Box culvert  
Dated (15-1-2015)



Stone Masonry of Box culvert apron in progress  
at km 110+373, Dated (17-1-15)



Backfilling of Box culvert at km 90+680  
Dated (26-1-15)



Stone Masonry of apron for f Box culvert at  
km 110+373, Dated (26-1-15)



Earth work on village Ramp road at Km 95+440  
Dated (28-1-15)



Embankment work at km 88+400 to 89+200  
Dated (28-1-15)

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## **Jangle Piralizai to Chaman (Section – 4)**

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Spreading & compaction of sub base in progress at Km 113+950, Dated 1-1-2015



A view of performed slump test (built up drain, class A-1 concrete) at Km 60+850, Dated 6-1-2015



A view of Pouring concrete (Class A-1) for built up drain at Km 60+500, Dated 8-1-2015



A view of rip-rap grouting in progress at Km 74+465 Dated 11-1-2015



Steel reinforcement of Rcc causeway (slab) in progress at Km 96+219, Dated 15-1-2015



A view of Steel reinforcement of extended slab culvert at Km 87+487, Dated 15-1-2015



A view of sub base laying in progress at 114+025,  
Dated 24-01- 2015



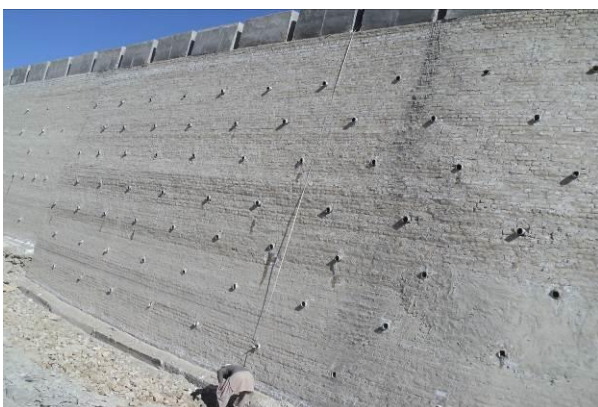
A view of dumped ABC on shoulder at Km  
68+775. Dated 27-1-2015



AGES staff checking the width of ABC shoulder on  
realigned portion at Km 1+950, Dated 24-1-2015



In progress steel reinforcement of built up drain  
at Km 72+700. Dated 25-1-2015



A view of completed retaining wall at Km 87+665,  
Dated 27-1-2015



Cutting & widening in progress on realigned  
portion at Km 2+775, Dated 24-1-2015





Snow fall in Khojak Pass



Snow fall in Khojak Pass

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## Lab Pictorial Data

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Collection of ABC material at km 90+966 for testing



Collection of common material to be field behind abutment of Box Culvert at km 90+680



Quartering / Gradation of course aggregate at Mastung Laboratory jointly with EGC staff



Collection of embankment material for testing



Collection of sub base material from Borrow to be used from km 110 to 114



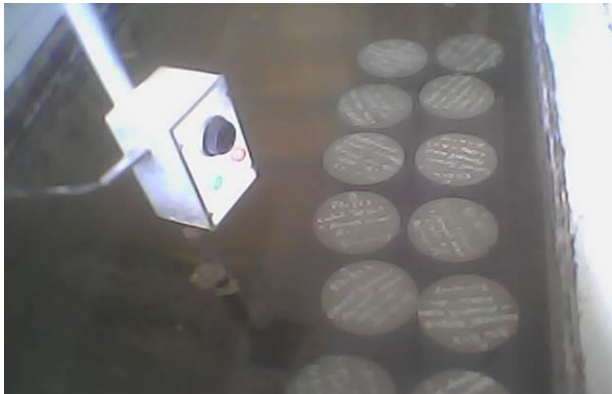
Collection of fine aggregate at km 65+055 to be used in Rip Rap



Collection of sub base material from carriage way at km 109+975 for testing



Collection of sub base material from carriage way at km 108+500 for testing



Cylinders have been kept in curing tank AGES Lab Quetta



Brick crushing test at AGES Lab Quetta



Quartering / Gradation of coarse aggregate at Mastung jointly with the consultants



Brick crushing test at Shela Bagh Laboratory jointly with EGC / FWO staff